



SAN FRANCISCO PLANNING DEPARTMENT

Discretionary Review Full Analysis

HEARING DATE: SEPTEMBER 6, 2012

Date: August 30, 2012
Case No.: 2012.0723D
Project Address: 1050-1058 VALENCIA STREET (AKA 1 HILL STREET)
Permit Application: 2010.12.27.7436 & 2010.12.27.7437
Zoning: Valencia St NCT (Neighborhood Commercial Transit) Zoning District
55-X Height and Bulk District
Block/Lot: 3617/008
Project Sponsor: Stephen Antonaros
2261 Market Street, Ste. 324
San Francisco, CA 94114
Staff Contact: Richard Sucre – (415) 575-9108
Richard.Sucre@sfgov.org
Recommendation: **Do Not Take DR & Approve the Project As Proposed.**

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The proposed scope of work includes demolition of the existing one-story commercial building, and construction of a five-story-over-basement mixed use (residential-over-ground floor commercial) building, which will contain twelve dwelling units, one off-street freight loading parking spot, twenty-four bicycle parking spaces, and a ground floor restaurant (measuring approximately 1,740 sq ft). The residential units will be composed of eight (8) two-bedroom dwelling units and four (4) one-bedroom dwelling units. On the exterior, the new building will feature hardi-board horizontal siding, integral color composite panels, smooth finish stone tile, and an exposed finish wood storefront.

Since publication of the 312 notification, the Project Sponsor has updated the design of the proposed project to comply with current Planning Code requirements for bay windows. The revisions to the proposed project include refinements to the fenestration pattern, bay windows, and exterior siding. Copies of the revised architectural drawings were transmitted to the DR Requestor on August 27, 2012. Drawings submitted in this packet express the project as currently proposed.

SITE DESCRIPTION AND PRESENT USE

The existing one-story commercial building at 1050 Valencia Street is located on the southwest corner of Valencia and Hill Streets on a lot measuring 39-ft by 85-ft or 3,315 sq ft. The existing building contains a restaurant (d.b.a. Spork) and one off-street parking space.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

The surrounding neighborhood is primarily mixed-use commercial in character along Valencia Street and residential in character along Hill Street. Along Valencia Street, most of the surrounding properties are two- to three-stories tall with ground floor commercial and residential above. In the immediate vicinity of the subject lot along Valencia Street are two- to three-story tall, mixed-use buildings with ground-floor commercial spaces and upper floor residences. To the south of the subject lot is the Marsh Theater, which is a two-story tall theater with a ground floor storefront. To the north of the subject lot, across Hill Street, is a two-story commercial building. Along Hill Street to the rear of the project site, most of the surrounding properties are two- to three-story tall single-family residences, multi-family flats, and multi-unit apartment buildings. Most of the residences and apartments contain garages. To the west of the subject lot is a three-story apartment building. The subject lot is adjacent to the border of the Liberty-Hill Historic District, which is designated in Article 10 of the San Francisco Planning Code. The surrounding zoning districts include RH-3 (Residential, House, Three-Family) along Hill Street, and the Valencia St NCT (Neighborhood Commercial Transit) along Valencia Street.

BUILDING PERMIT APPLICATION NOTIFICATION

TYPE	REQUIRED PERIOD	NOTIFICATION DATES	DR FILE DATE	DR HEARING DATE	FILING TO HEARING TIME
312 Notice	30 days	May 7, 2012 – June 6, 2012	June 4, 2012	September 6, 2012	92 days

HEARING NOTIFICATION

TYPE	REQUIRED PERIOD	REQUIRED NOTICE DATE	ACTUAL NOTICE DATE	ACTUAL PERIOD
Posted Notice	10 days	August 27, 2012	August 26, 2012	11 days
Mailed Notice	10 days	August 27, 2012	August 24, 2012	13 days

PUBLIC COMMENT

	SUPPORT	OPPOSED	NO POSITION
Adjacent Neighbor(s)	-	2	-
Other Neighbors on the block or directly across the street	See Below	See Below	-

Neighborhood Groups	1	1	-
---------------------	---	---	---

Support: (See attached correspondence)

- Chris M. Collins, Gateway Management & Realty, 3236 21st Street
- Claire V., resident-San Francisco
- Jeffrey Yasskin, neighbor, 1085 South Van Ness
- Laura Stonehill, resident-15th & Shotwell Streets
- Mia Bhimani, neighbor, 1087 Valencia Street
- Mission Merchants Association, neighborhood group
- Nori Heikkinen, resident-18th & Church Streets
- San Francisco Bike Coalition, community group
- San Francisco Housing Coalition, community group
- Thomas Church, neighbor, 939b Guerrero St

Opposed: (See attached correspondence)

- Audrey Bower, neighbor, Hill Street Resident
- Amy Fairweather, neighbor, 195 Bartlett Street
- Anna Mazzetti, neighbor, 55 Hill Street
- Diana Rathbone, neighbor
- Elizabeth Zitrin, neighbor
- Fran Cavanaugh, neighbor and business owner (includes petition received 08/23/12; additional signatures received 08/28/12; email received 08/28/12)
- Frederic West, neighbor, 12 Hill St
- Jake Barlow and Clarice Corell, neighbors, 873 Guerrero St
- JJ Schultz, neighbor (includes petition and related comments)
- Joe Sciarillo, resident, Mission
- Marsh Theater (includes petition)
- Nancy Charranga, business owner, 1051 Valencia Street
- Risa Teitelbaum, neighbor
- Stephanie Weisman, Executive/Artistic Director, The Marsh

DR REQUESTOR

Liberty Hill Neighborhood Association, neighborhood organization.

DR REQUESTOR’S CONCERNS AND PROPOSED ALTERNATIVES

Issue #1: Design – The DR Requestor characterizes the project as “bulky” and “cookie-cutter” in design, and does not enhance the visual environment.

Issue #2: Neighborhood Character - The DR Requestor is concerned over the proposed project's impact upon the residential character of Hill Street and the mixed residential and commercial character of Valencia Street. The proposed project has 85-ft of frontage along Hill Street and 39-ft of frontage along Valencia Street.

Issue #3: Height, Scale and Form – The DR Requestor notes that the five-story scale and form of the proposed project is not compatible with the two- and three-story buildings on Hill and Valencia Streets.

Issue #4: Relationship to Liberty-Hill Historic District & Nearby Historic Resources – The DR Requestor notes that the design of the proposed project does not enhance the visual and architectural character or relate to the nearby Liberty-Hill Historic District and other historic resources identified in the South Mission Historic Resource Survey.

Issue #5: Noise – The DR Requestor expressed concern over the proposed project's noise generated from the rear yard deck, which is provided at the same level as the dwelling units on the second floor, and new construction. In particular, the DR Requestor noted the impact upon its immediate neighbor, the Marsh Theater.

Issue #6: Dwelling Unit Mix – The DR Requestor is concerned over the number of dwelling units within the proposed project. As noted by the DR Requestor, the surrounding neighborhood is characterized as containing single family residences, duplexes, and a few small apartment buildings. The DR Requestor states that the proposed project would have at least double the units of any building on the street. Further, the DR Requestor notes that the size of these new one- and two-bedroom dwelling units would be smaller than the single-family residences along Hill Street; thus, these new units would not be family-friendly due to their size.

Issue #7: Parking – The DR Requestor is concerned that the proposed project does not provide any off-street parking spaces. Further, the DR Requestor notes the dramatic reduction in public transit options within the neighborhood; thus, exacerbating an existing parking issue by introducing new dwelling units with no off-street parking spaces.

Please refer to the *Discretionary Review Application* for additional information (see attached).

PROJECT SPONSOR'S RESPONSE

Issue #1: Design – The Project Sponsor notes that this is a subjective opinion offered by the DR Requestor. The proposed project is in compliance with the Valencia St NCT Zoning District and 55-X Height/Bulk District. The Project Sponsor notes that the proposed project has been substantially reduced in size, scale, and program from the original proposal examined in 2010. In detail, the proposed project has been downsized from 16,000 gsf to 10,711 gsf, and from sixteen (DU) dwelling units to twelve (12) dwelling units. These alterations were completed in response to the neighbors' concerns about the height, bulk and density. Further, the project is code-conforming and was redesigned to remove the need for a variance from the San Francisco Planning Code.

Issue #2: Neighborhood Character - The Project Sponsor notes that the project has been refined, so that the residential entry appears along Hill Street and the commercial entry appears along Valencia Street, as is consistent with the surrounding neighborhood. Further, the Project Sponsor notes that corner lots within the surrounding neighborhood are typically occupied by larger, commercial buildings, which do not provide the rear yard setbacks like the proposed project.

Issue #3: Height, Scale and Form – The Project Sponsor notes that the overall height is consistent with other examples within the neighborhood, since there are at least ten four- to five-story buildings within a two-block radius of the project site. In comparison to the original proposal, the Project Sponsor noted that the overall height has been reduced by the elimination of the roof deck, rooftop stair, elevator towers and rooftop penthouse. Along Hill Street, the five-story portion of the proposed project only extends 65-ft, so as to provide an appropriate and code-complying rear yard setback.

Issue #4: Relationship to Liberty-Hill Historic District & Nearby Historic Resources – The Project Sponsor stated that the Historic Preservation Commission reviewed the proposed project as part of the Eastern Neighborhoods Area Plan Interim Permit Review Procedures for Historic Resources on May 19th, 2010 and June 15, 2010, and concluded that the environmental analysis conducted was adequate. To relate to adjacent buildings, the proposed project employs bay windows and concrete fiber lapping, which relate to the Victorian-era bay windows and wood siding, which is common in the Liberty-Hill Historic District.

Issue #5: Noise – The Project Sponsor noted that the project was refined to eliminate the roof deck and provide open space on the second floor and on a series of private decks on the upper floors. Further, residents would be governed by “good neighbor” policies as well as applicable laws, including the San Francisco Noise Ordinance.

Issue #6: Dwelling Unit Mix – The Project Sponsor notes that the proposed project meets the Planning Code requirements for dwelling unit mix. The Project Sponsor noted that in comparison to the original proposal the average dwelling unit is approximately 15 percent larger, and eight (8) studio apartments were eliminated from the proposed project.

Issue #7: Parking – The Project Sponsor notes that the proposed project is in alignment with Planning Code priorities and includes ample, secure bike parking for the new residents and retail employees, and is located on a bicycle transit corridor.

Please refer to the *Response to Discretionary Review* for additional information (see attached).

PROJECT ANALYSIS

Department staff reviewed the DR Requestor’s concerns with the proposed project and presents the following comments:

Issue #1: Design – The Department is in general support of the proposed project. The Project Sponsor has responded to numerous comments from the community and the Planning Department, and has willingly

adapted their design to meet the variety of comments. The Project Sponsor has also greatly reduced the mass and scale relative to the original proposal.

Issue #2: Neighborhood Character – The Department finds that the proposed project appropriately addresses the neighborhood context by providing the residential entry along Hill Street and the commercial entry along Valencia Street. As a mixed-use building on a corner lot, the proposed project addresses both the mixed-use context along Valencia Street with the new ground-floor retail and landscape elements, as well as the finer grain residential context along Hill Street.

Issue #3: Height, Scale and Form – The Department is in support of the overall height, scale and form of the proposed project, since it is in alignment with the underlying zoning district and height/bulk limits. Further, the proposed project provides an appropriate setback at the rear as well as code-complying open space for the new residential units. Generally, corner buildings should be given more prominence in terms of height and scale.

Issue #4: Relationship to Liberty-Hill Historic District & Nearby Historic Resources – Historic resource review does not fall under the jurisdiction of the Discretionary Review process, rather historic resource review of a project is evaluated under the California Quality Environmental Act (CEQA). An Environmental Evaluation Application (Case No. 2007.1457E) was submitted for the project, and the Department published a Mitigated Negative Declaration for the proposed project. This document concluded that the existing building is not a historic resource, either individually or as part of a district. Further, the proposed project would not have an impact upon the nearby Liberty-Hill Historic District, since “the proposed project would not alter the extant “suburban” characteristics of either the district as a whole or the project block of Hill Street in particular, in that the project would leave intact the entirety of development both within the Liberty-Hill Historic District and on the project block of Hill Street.”

Issue #5: Noise – Potential construction, traffic, operational and cumulative noise impacts were evaluated as part of the Environmental Evaluation Application and the published Mitigated Negative Declaration (Case No. 2007.1457E), and were found to be within acceptable levels. The proposed project is required to comply with the San Francisco Noise Ordinance, which is outlined in Article 20 of the San Francisco Police Code. With regard to construction noise, construction work is prohibited between 8:00pm and 7:00am, and certain impact tools (jackhammers, hoerammers, impact wrenches, etc.) are required to have intake and exhaust mufflers to the satisfaction of the Department of Public Works. Additional information is provided in the attached environmental document.

Issue #6: Dwelling Unit Mix – The Department finds that the proposed project meets the density requirements, as outlined in Planning Code Section 207.6. The project provides eight (8) two-bedroom dwelling units and four (4) one-bedroom dwelling units, and exceeds the requirement that no less than 40 percent of the total number of dwelling units shall contain at least two bedrooms.

Issue #7: Parking –Off-street parking for new dwelling units or commercial spaces is not required in the Valencia St NCT Zoning District. To promote public transit, the Valencia St NCT provides parking maximums rather than parking minimums. The proposed project provides one (1) off-street freight loading parking space, and is in compliance with the requirements of Planning Code Sections 151.1 and 152. In addition, the proposed project is within a transit-rich area, as evidenced by its proximity to the

Muni J-Line (approximately three blocks away), the BART station at 24th and Mission (approximately four blocks away), and the bus routes (14-Mission and 49-Van Ness/Mission) along Mission Street (one block away). Further, Valencia Street is a well-recognized bicycle-friendly transit corridor. The project is in compliance with the Eastern Neighborhoods planning process which encourages the elimination of parking along transit corridors, thus furthering the City's transit first policy.

ENVIRONMENTAL REVIEW

On February 10, 2010, the Department first published the Preliminary Mitigated Negative Declaration on the proposed project at 1050 Valencia Street (Case No. 2007.1457E). This environmental document was subsequently amended and finalized on September 23, 2010.

OTHER ISSUES AND CONSIDERATIONS

- On June 16, 2010, the Historic Preservation Commission reviewed the proposed project as part of the Eastern Neighborhoods Interim Review Procedures for Historic Resources. To address the adequacy of the historic resource review associated with the environmental evaluation, the Historic Preservation Commission adopted Motion No. 0068. This Motion concluded that the historic resource evaluation and analysis of potential impacts associated with the published environmental evaluation appear to be adequate. The Commission also encouraged the Project Sponsor and Architect to work with neighbors and the Department on a design that relates to the neighborhood context.
- On July 8, 2010, the Planning Commission reviewed the environmental evaluation application and proposed project. This item was continued to September 30, 2010, in order to explore historic resource issues.
- On September 30, 2010, the Planning Commission reviewed the appeal of the Mitigated Negative Declaration for 1050 Valencia Street (Case No. 2007.1457E). Per Planning Commission Motion No. 18185, the Planning Commission upheld the Mitigated Negative Declaration for the proposed project at 1050 Valencia Street.
- Per the adoption of the Eastern Neighborhoods Historic Resource Surveys, the Eastern Neighborhoods Interim Review Procedures no longer apply; therefore, the Historic Preservation Commission is not required to review the revised project.

RESIDENTIAL DESIGN TEAM REVIEW

Since the proposed project is not located within a residential zoning district, it is not subject to the Residential Design Guidelines; therefore, the proposed project was not reviewed by the Residential Design Team.

URBAN DESIGN ADVISORY TEAM REVIEW

The Planning Department's Urban Design Advisory Team (UDAT) provides design review for projects not subject to the Residential Design Guidelines.

The subject property is located at the intersection of two distinct neighborhood contexts: Valencia Street, which is characterized by mixed-use (residential-over-commercial) development, and Hill Street, which is primarily residential in character.

UDAT found the overall massing, form and scale to be appropriate given the underlying zoning and height/bulk limits. The proposed project is consistent with the mixed scale and height of nearby properties. Valencia Street has a number of buildings that are five-story tall or taller. The proposed project also provides a full rear yard, as well as adequate light and air for the proposed dwelling units. The building is oriented to respect the residential character of Hill Street, as well as the mixed-use character of Valencia Street. The height of the ground-floor commercial unit is 14-ft, and is appropriate given the context and Area Plan. Overall, the design details, including the flat roofline, vertically-oriented windows and bays, relate to other nearby architectural features.

Under the Commission's pending DR Reform Legislation, this project would be referred to the Commission, as this project involves new construction.

BASIS FOR RECOMMENDATION

- The overall architectural expression of the project is in keeping with the mixed-use character of Valencia Street.
- The proposed project respects the adjacent residential neighborhood by providing a code-complying rear yard.
- The proposed five-story massing is compatible with the surrounding neighborhood in height, scale and form. General urban design principles promote greater height and scale for corner buildings.
- The proposed project provides an appropriate dwelling unit mix, including family-sized units, and would provide two (2) below market rate (BMR) dwelling units, thus contributing to the mix of affordable housing within the City.
- The proposed project is located within a transit-rich corridor and supports recent initiatives to support the use of public transportation and the bicycle network.
- The proposed project meets the requirements of the San Francisco Planning Code, and does not seek any additional entitlements or exceptions.
- The proposed density, height, and parking are consistent with the Eastern Neighborhoods planning process, which encourages increased heights with minimal parking along Valencia Street.
- The Project Sponsor has substantially modified and reduced the scope of the project to address a number of neighbor concerns.

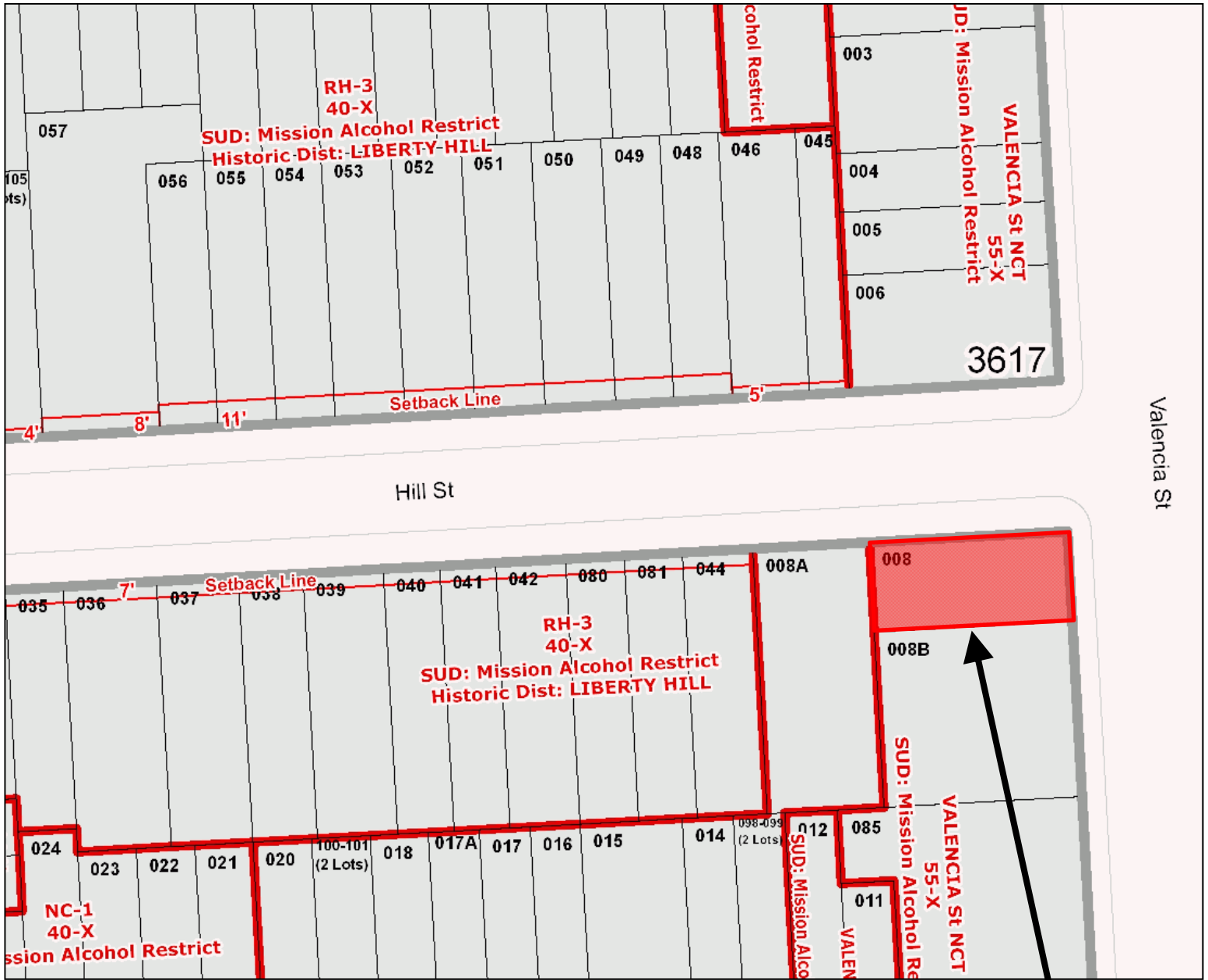
RECOMMENDATION: Do Not Take DR and Approve the Project As Proposed.

Attachments:

Block Book Map
Sanborn Map
Zoning Map
Aerial Photographs
Site Photos
Section 311 Notice
DR Application
Response to DR Application dated August 20, 2012
Reduced Plans (Proposed and Revised)
Mitigated Negative Declaration
HPC Motion No. 068
CPC Motion No. 18185
Public Correspondence

RS: G:\Documents\DR\2012.0723D 1050 Valencia St\DR_1050 Valencia St .docx

Parcel Map

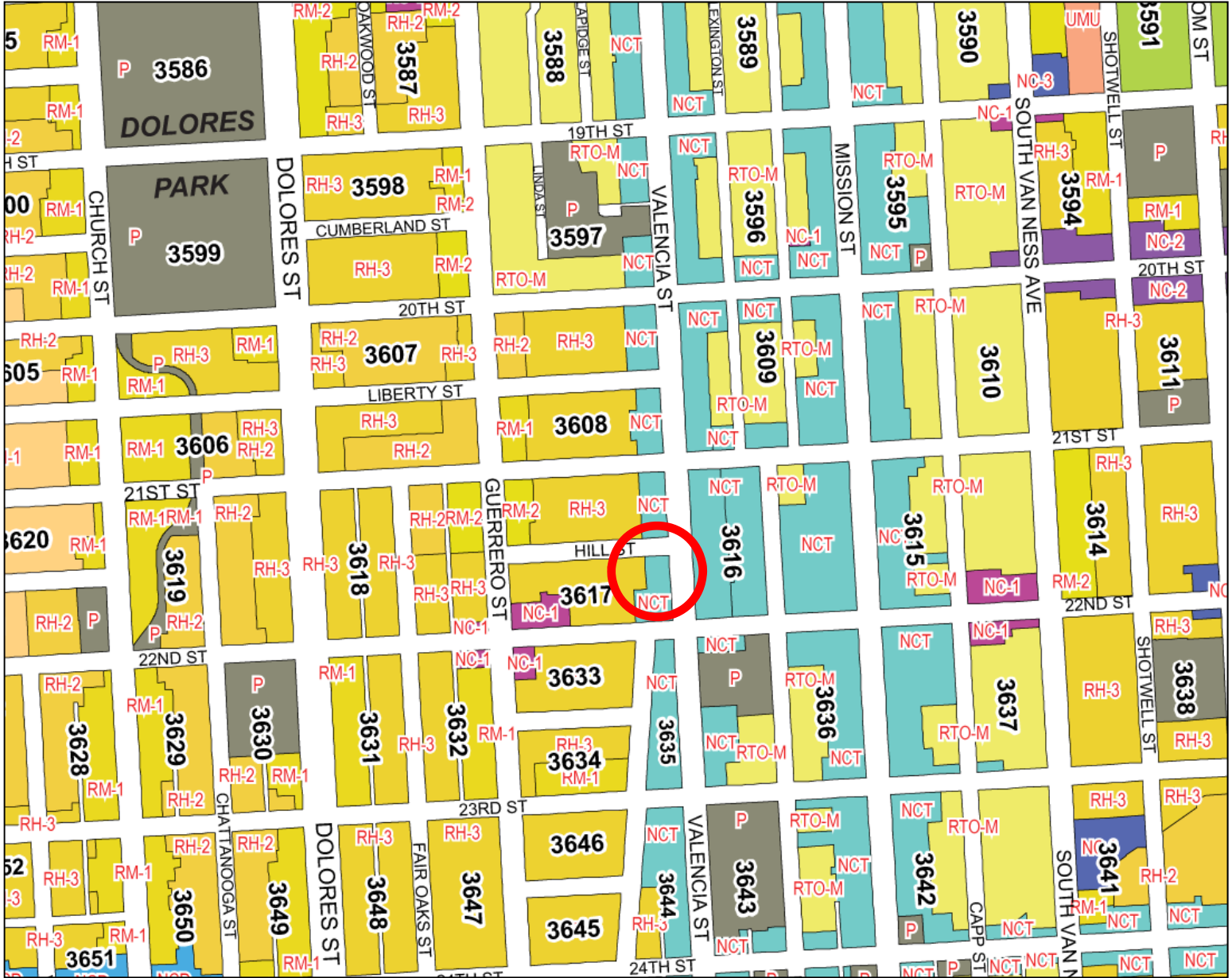


SUBJECT PROPERTY



Discretionary Review Hearing
 Case Number 2012.0723D
 1050-1058 Valencia Street

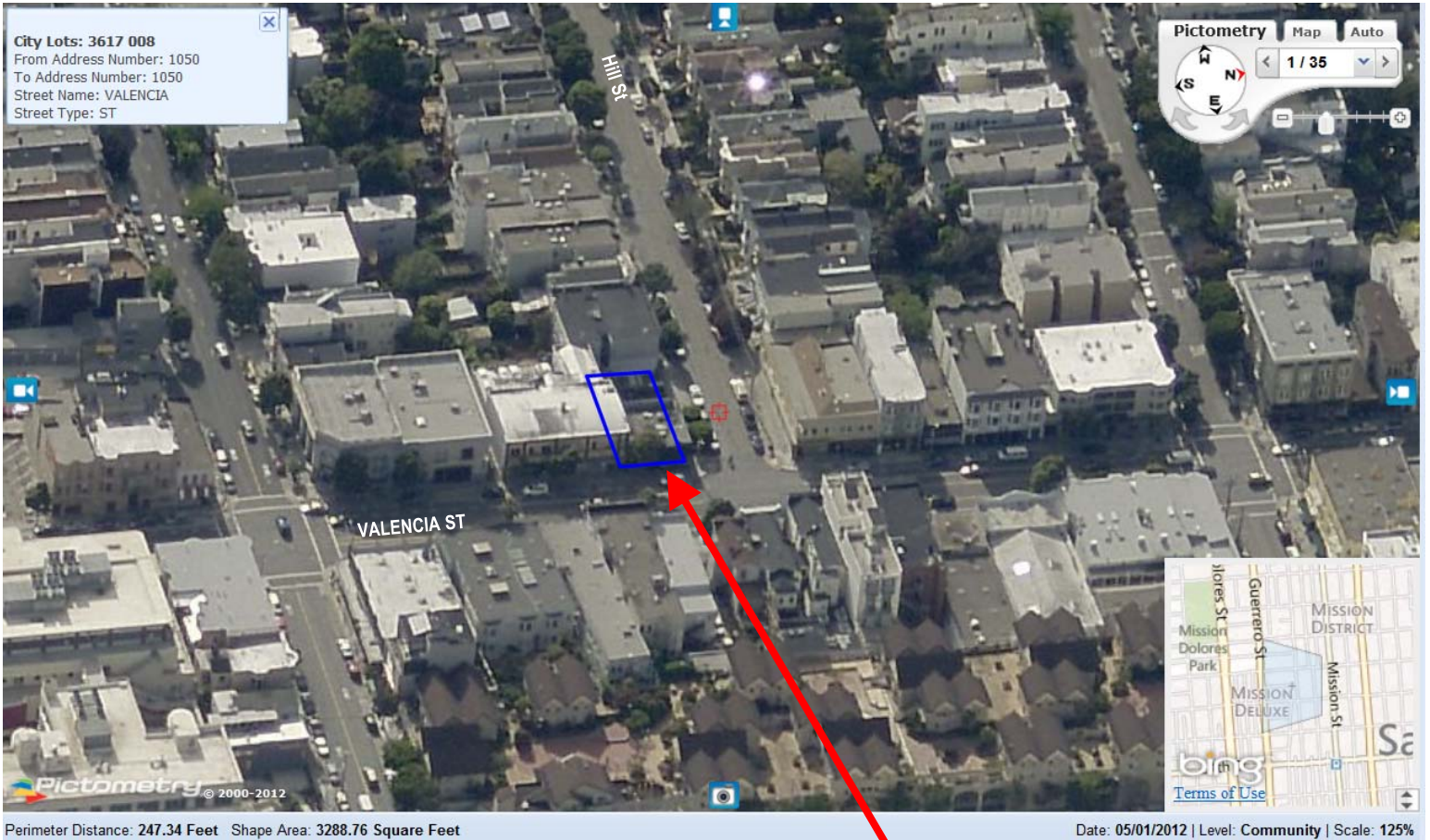
Zoning Map



Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street



Aerial Photo



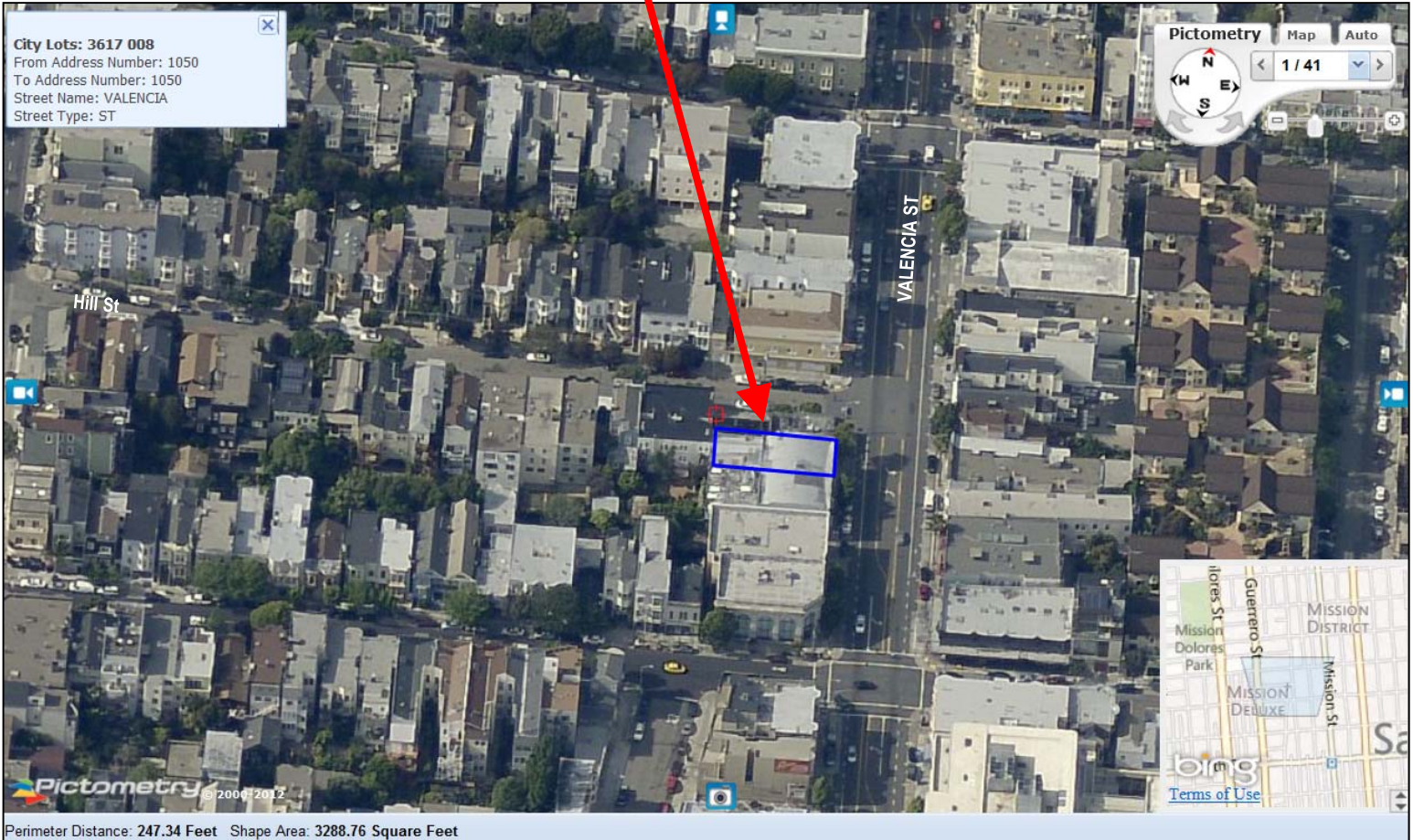
SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street

Aerial Photo

SUBJECT PROPERTY



Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street

Site Photo



1050 Valencia Street, View along Valencia St

Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street

Site Photo

SUBJECT PROPERTY



1050 Valencia Street, View looking north along Valencia St

Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street

Site Photo

SUBJECT PROPERTY



1050 Valencia Street, View looking south along Valencia St

Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street

Site Photo

SUBJECT PROPERTY



View looking east along Hill Street

Discretionary Review Hearing
Case Number 2012.0723D
1050-1058 Valencia Street



SAN FRANCISCO PLANNING DEPARTMENT

1650 Mission Street Suite 400 San Francisco, CA 94103

NOTICE OF BUILDING PERMIT APPLICATION (SECTION 312)

On December 29, 2010, the Applicant named below filed Building Permit Application No. 2010.12.27.7436 (Demolition) and Building Permit Application No. 2010.12.27.7437 (New Construction) with the City and County of San Francisco.

CONTACT INFORMATION		PROJECT SITE INFORMATION	
Applicant:	Stephen Antonaros	Project Address:	1050-1058 Valencia Street
Address:	2261 Market Street, Ste. 324	Cross Streets:	Hill Street
City, State:	San Francisco, CA 94114	Assessor's Block /Lot No.:	3617/008
Telephone:	(415) 864-2261	Zoning Districts:	Valencia Street NCT

Under San Francisco Planning Code Section 312, you, as a property owner or resident within 150 feet of this proposed project, are being notified of this Building Permit Application. You are not obligated to take any action. For more information regarding the proposed work, or to express concerns about the project, please contact the Applicant above or the Planner named below as soon as possible. If your concerns are unresolved, you can request the Planning Commission to use its discretionary powers to review this application at a public hearing. Applications requesting a Discretionary Review hearing must be filed during the 30-day review period, prior to the close of business on the Expiration Date shown below, or the next business day if that date is on a week-end or a legal holiday. If no Requests for Discretionary Review are filed, this project will be approved by the Planning Department after the Expiration Date.

PROJECT SCOPE		
<input checked="" type="checkbox"/> DEMOLITION	and/or	<input checked="" type="checkbox"/> NEW CONSTRUCTION or <input type="checkbox"/> ALTERATION
<input type="checkbox"/> VERTICAL EXTENSION		<input type="checkbox"/> CHANGE # OF DWELLING UNITS <input type="checkbox"/> FACADE ALTERATION(S)
<input type="checkbox"/> HORIZ. EXTENSION (FRONT)		<input type="checkbox"/> HORIZ. EXTENSION (SIDE) <input type="checkbox"/> HORIZ. EXTENSION (REAR)

PROJECT FEATURES	EXISTING CONDITION	PROPOSED CONDITION
BUILDING USE	Retail	Residential-Over-Ground Floor Commercial
FRONT SETBACK	None	No Change
SIDE SETBACKS	None	No Change
BUILDING DEPTH	43 feet 6 inches	63 feet 8 inches
REAR YARD (AT RESIDENTIAL LEVEL ONLY)	n/a	21 feet 4 inches
HEIGHT OF BUILDING (FROM GRADE)	18 feet 0 inches	55 feet 0 inches
NUMBER OF STORIES	1	5
NUMBER OF DWELLING UNITS	0	12
NUMBER OF OFF-STREET FREIGHT LOADING PARKING SPACES	0	1
NUMBER OF OFF-STREET PARKING SPACES	1	0

PROJECT DESCRIPTION

The proposed scope of work includes demolition of the existing one-story commercial building, and construction of a five-story-over-basement mixed use (residential-over-ground floor commercial) building, which will contain twelve dwelling units, one off-street freight loading parking spot, twenty-four bicycle parking spaces, and a ground floor restaurant (measuring approximately 1,740 sq ft). The residential units will be composed of eight two-bedroom dwelling units and four one-bedroom dwelling units. On the exterior, the new building will feature hardi-board horizontal siding, integral color composite panels, smooth finish stone tile, and an exposed finish wood storefront. See Attached Plans.

PLANNER'S NAME: **Richard Sucre**
 PHONE NUMBER: **(415) 575-9108**
 EMAIL: **richard.sucre@sfgov.org**

DATE OF THIS NOTICE: **5-7-12**
 EXPIRATION DATE: **6-6-12**

NOTICE OF BUILDING PERMIT APPLICATION GENERAL INFORMATION ABOUT PROCEDURES

Reduced copies of the site plan and elevations (exterior walls), and floor plans (where applicable) of the proposed project, including the position of any adjacent buildings, exterior dimensions, and finishes, and a graphic reference scale, have been included in this mailing for your information. Please discuss any questions with the project Applicant listed on the reverse. You may wish to discuss the plans with your neighbors and neighborhood association or improvement club, as they may already be aware of the project. Immediate neighbors to the project, in particular, are likely to be familiar with it.

Any general questions concerning this application review process may be answered by the Planning Information Center at 1660 Mission Street, 1st Floor (415/ 558-6377) between 8:00 a.m. - 5:00 p.m. Please phone the Planner listed on the reverse of this sheet with questions specific to this project.

If you determine that the impact on you from this proposed development is significant and you wish to seek to change the proposed project, there are several procedures you may use. We strongly urge that steps 1 and 2 be taken.

1. Seek a meeting with the project sponsor and the architect to get more information, and to explain the project's impact on you and to seek changes in the plans.
2. Call the nonprofit organization Community Boards at (415) 920-3820. They are specialists in conflict resolution through mediation and can often help resolve substantial disagreement in the permitting process so that no further action is necessary.
3. Where you have attempted, through the use of the above steps, or other means, to address potential problems without success, call the assigned project planner whose name and phone number are shown at the lower left corner on the reverse side of this notice, to review your concerns.

If, after exhausting the procedures outlined above, you still believe that exceptional and extraordinary circumstances exist, you have the option to request that the Planning Commission exercise its discretionary powers to review the project. These powers are reserved for use in exceptional and extraordinary circumstances for projects, which generally conflict with the City's General Plan and the Priority Policies of the Planning Code; therefore the Commission exercises its discretion with utmost restraint. This procedure is called Discretionary Review. If you believe the project warrants Discretionary Review by the Planning Commission over the permit application, you must make such request **within 30 days of this notice, prior to the Expiration Date shown on the reverse side**, by completing an application (available at the Planning Department, 1660 Mission Street, 1st Floor, or on-line at www.sfplanning.org). You must submit the application to the Planning Information Center (PIC) during the hours between 8:00 a.m. and 5:00 p.m., with all required materials, and a check, for each Discretionary Review request payable to the Planning Department. To determine the fee for a Discretionary Review, please refer to the Planning Department Fee Schedule available at www.sfplanning.org or at the PIC located at 1660 Mission Street, First Floor, San Francisco. For questions related to the Fee Schedule, please call the PIC at (415) 558-6377. If the project includes multi building permits, i.e. demolition and new construction, a **separate request for Discretionary Review must be submitted, with all required materials and fee, for each permit that you feel will have an impact on you. Incomplete applications will not be accepted.**

If no Discretionary Review Applications have been filed within the Notification Period, the Planning Department will approve the application and forward it to the Department of Building Inspection for its review.

BOARD OF APPEALS

An appeal of the approval (or denial) of the permit application by the Planning Department or Planning Commission may be made to the Board of Appeals within 15 days after the permit is issued (or denied) by the Superintendent of the Department of Building Inspection. Submit an application form in person at the Board's office at 1650 Mission Street, 3rd Floor, Room 304. For further information about appeals to the Board of Appeals, including their current fees, contact the Board of Appeals at (415) 575-6880.

12.07230

RECEIVED

APPLICATION FOR Discretionary Review

JUN 04 2012

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
P.I.C.

1. Owner/Applicant Information

DR APPLICANT'S NAME: Liberty Hill Neighborhood Association		
DR APPLICANT'S ADDRESS: 3288 21st Street, #41, San Francisco, CA	ZIP CODE: 94110	TELEPHONE: (415) 596-8859
PROPERTY OWNER WHO IS DOING THE PROJECT ON WHICH YOU ARE REQUESTING DISCRETIONARY REVIEW NAME: Marc Rutherford / Shizuo Holdings Trust		
ADDRESS: 1001 Bridgeway # 538 Sausalito, CA	ZIP CODE: 94965	TELEPHONE: (415) 585-2854
CONTACT FOR DR APPLICATION: Same as Above <input type="checkbox"/> Risa Teitelbaum		
ADDRESS: 10 Hill Street, San Francisco, CA	ZIP CODE: 94110	TELEPHONE: (415) 596-8859
E-MAIL ADDRESS: risat123@comcast.net		

2. Location and Classification

STREET ADDRESS OF PROJECT: 1050-1058 Valencia Street		ZIP CODE: 94110
CROSS STREETS: Hill Street		
ASSESSORS BLOCK/LOT: 3617 / 008	LOT DIMENSIONS: 39' x 85'	LOT AREA (SQ FT): 3315
ZONING DISTRICT: Valencia Street NCT		HEIGHT/BULK DISTRICT: 55x

3. Project Description

Please check all that apply

Change of Use Change of Hours New Construction Alterations Demolition Other

Additions to Building: Rear Front Height Side Yard
Single story restaurant

Present or Previous Use:

Proposed Use: 5 Story residential-over-groundfloor commercial

Building Permit Application No. 2010.1227.7437

Date Filed: 12/29/2010

4. Actions Prior to a Discretionary Review Request

Prior Action	YES	NO
Have you discussed this project with the permit applicant?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you discuss the project with the Planning Department permit review planner?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Did you participate in outside mediation on this case?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5. Changes Made to the Project as a Result of Mediation

If you have discussed the project with the applicant, planning staff or gone through mediation, please summarize the result, including any changes there were made to the proposed project.

Despite three years of meetings & hearings with neighbors, the project sponsor has made only the changes required by the building code. The Historic Preservation Commission (HPC) informed the project sponsor that the HPC took issue with the bulk, height, materials, lack of set-back, & failure to architecturally address the prominent corner location. Planning Commission (PC) directed project sponsor not to return to PC with the same plans due to overwhelming neighborhood opposition. These plans remain fundamentally unchanged.

Discretionary Review Request

In the space below and on separate paper, if necessary, please present facts sufficient to answer each question.

1. What are the reasons for requesting Discretionary Review? The project meets the minimum standards of the Planning Code. What are the exceptional and extraordinary circumstances that justify Discretionary Review of the project? How does the project conflict with the City's General Plan or the Planning Code's Priority Policies or Residential Design Guidelines? Please be specific and site specific sections of the Residential Design Guidelines.

See separate attached sheets.

2. The Residential Design Guidelines assume some impacts to be reasonable and expected as part of construction. Please explain how this project would cause unreasonable impacts. If you believe your property, the property of others or the neighborhood would be adversely affected, please state who would be affected, and how:

Separate sheets

3. What alternatives or changes to the proposed project, beyond the changes (if any) already made would respond to the exceptional and extraordinary circumstances and reduce the adverse effects noted above in question #1?

Separate sheets

12.0723D

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: The other information or applications may be required.

Signature: Risa Teitelbaum

Date: June 4, 2012

Print name, and indicate whether owner, or authorized agent:

Risa Teitelbaum, agent
Owner / Authorized Agent (circle one)

Discretionary Review Application Submittal Checklist

Applications submitted to the Planning Department must be accompanied by this checklist and all required materials. The checklist is to be completed and **signed by the applicant or authorized agent.**

REQUIRED MATERIALS (please check correct column)	DR APPLICATION
Application, with all blanks completed	<input checked="" type="checkbox"/>
Address labels (original), if applicable	<input type="checkbox"/>
Address labels (copy of the above), if applicable	<input checked="" type="checkbox"/>
Photocopy of this completed application	<input checked="" type="checkbox"/>
Photographs that illustrate your concerns	<input type="checkbox"/>
Convenant or Deed Restrictions	<input type="checkbox"/> NA
Check payable to Planning Dept.	<input checked="" type="checkbox"/>
Letter of authorization for agent	<input checked="" type="checkbox"/> NA
Other: Section Plan, Detail drawings (i.e. windows, door entries, trim), Specifications (for cleaning, repair, etc.) and/or Product cut sheets for new elements (i.e. windows, doors)	<input type="checkbox"/>

NOTES:

Required Material.

Optional Material.

Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____

Discretionary Review Request Question 1

As discussed in more detail below, the size, density, and design of the proposed building at One Hill Street (the "Project") are all inconsistent with numerous City policies including the City's Residential Design Guidelines, the City's General Plan and the Planning Code Priority Policies.

Residential Design Guidelines

The proposed Project is inconsistent with a number of different aspects of the City's Residential Design Guidelines – which emphasize the need for *"residential development that maintains cohesive neighborhood identity, preserves historic resources, and enhances the unique setting and character of the City."* In analyzing the Project's compatibility with its surroundings, it is important to understand that the project will have its greatest impact on Hill Street (where the Project will have an 85 foot frontage) and a lesser impact Valencia Street (where the Project will have only a 39 foot frontage). Hill Street is a small, quiet residential street while Valencia Street is a medium scale mixed residential and commercial street. Unfortunately, in justifying the Project, the Sponsor has chosen to focus solely on its compatibility with the commercial aspects of Valencia Street while neglecting Valencia Street's residential character and ignoring Hill Street altogether.

The site of the proposed Project is considered an area of "mixed visual character" under the Guidelines as it is adjacent to the fairly uniform historic buildings on Hill Street and the mix of historic and modern buildings on Valencia St. The Guidelines state that *"in areas with a mixed visual character, [sponsors should] design buildings to help define, unify and contribute positively to the existing visual context."* The Sponsor has made no attempt to achieve this goal. The proposed Project is 2 or more stories taller than surrounding buildings and its generic design in no way reflects or improves upon the many architecturally interesting buildings in the area.

The Guidelines further emphasize that a project's *"scale and form [should] be compatible with that of surrounding buildings, in order to preserve neighborhood character."* A five story monolith is hardly compatible with the modest 2 and 3 story buildings that surround the Project site on both Hill and Valencia Streets.

With respect to design, the Guidelines state that a project's *"architectural features [should] enhance the visual and architectural character of the neighborhood."* Hill Street is a primary element in the Liberty-Hill Historic District and consists largely of well-preserved and maintained Victorian residences. In addition, directly across Valencia Street from the Project is a row of Victorian and Edwardian buildings that have been identified as historic resources in the recently completed South Mission Historic Survey. The bland, cookie-cutter design of the project does nothing to address (much less enhance) these important visual elements of the neighborhood.

The Guidelines further emphasize that a project should “*use architectural details to establish and define a building’s character and to visually unify a neighborhood.*” As discussed above, there is nothing in the project’s design that is designed to evoke or relate to any of the surrounding buildings.

City’s General Plan

The proposed Project is inconsistent with numerous aspect of the Mission Area Plan of the City’s General Plan. The Mission Area Plan was adopted as part of the Eastern Neighborhoods Plan and includes numerous policies designed to ensure that new development in the Mission does not destroy the character of existing neighborhoods or damage historic resources. Specific inconsistencies are discussed below.

POLICY 1.2.1: “*Ensure that in-fill housing development is compatible with its surroundings*”: The proposed project is an in-fill development on an under-utilized lot in a well-established neighborhood. The proposed 5 story development will tower over the surrounding 2 and 3 story buildings in the area and is architecturally incompatible with the surrounding buildings. Importantly, this incompatibility is not something that can be expected to recede over time as further development occurs. Most of the buildings in the area have historical significance, so the scale and character of the neighborhood is relatively fixed. Therefore, it is incumbent upon the developer of an in-fill project to ensure that the project is compatible with the existing neighborhood.

POLICY 1.2.3: “*In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.*” The Project sits at the very edge of the Mission Area plan and abuts a relatively low density residential neighborhood. It is therefore appropriate to limit the bulk and density of the project to be compatible with its surroundings.

POLICY 1.5.2: “*Reduce potential land use conflicts by carefully considering the location and design of both noise generating uses and sensitive uses in the Mission.*” The project features a combination of dense residential development, small units, and a large open party deck that is likely to result in significant noise being generated by activities on the deck. Unfortunately, the deck abuts the Marsh Theatre – an important and longstanding cultural resource in the Mission – and the noise from the deck has the potential to disrupt performances at the Marsh. Lower density and a more thoughtfully designed open space could limit this impact.

VALENCIA CORRIDOR ZONING POLICY: *“Along small streets and alleys encourage low to medium density residential, in scale with these smaller spaces.”* The proposed project has 85 feet of frontage on Hill Street. Hill Street is the quintessential “small street” that the Mission Area Plan is intended to protect. Hill Street consists largely of single family residences, duplexes and a few small apartment buildings. The proposed project is larger, taller and contains much greater residential density than any building on Hill Street (or any building in its immediate vicinity on Valencia Street for that matter).

POLICY 3.1.4: *“Heights should also reflect the importance of key streets in the city’s overall urban pattern, such as Mission and Valencia streets, while respecting the lower scale development that typifies much of the established residential areas throughout the Plan Area.”* The proposed Project will be 2 to 3 stories taller than the existing, established residential neighborhood that it abuts on Hill Street. Furthermore, it will be 2 to 3 stories tall than most of the surrounding buildings on Valencia St (including several historic residential buildings). As such, the building fails to reflect the urban pattern on Valencia Street and fails to respect the established Liberty-Hill Historic District residential neighborhood.

POLICY 3.1.6 *“New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.”* The proposed design for a 5 story monolith shows no awareness of or respect for the height, mass, articulation and materials of the many fine historic buildings that surround it. Furthermore, the generic, cookie-cutter design of the project can be fairly said to epitomize the worst aspects of contemporary architecture.

Planning Code Priority Policies

The proposed project is inconsistent with three of the City’s eight Priority Policies. These policies and the project’s inconsistencies with them are described below (emphasis added):

PRIORITY POLICY #2: *“That existing housing and **neighborhood character** be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.”* The proposed Project will have an 85 foot frontage at the base of Hill Street. Hill Street is a small residential street that includes single family residences, duplexes and a few small apartment buildings. The proposed project is 2 stories taller than any building on Hill Street and has at least double the units of any building on the street. The project’s tiny, dense units are inconsistent with the larger, more family-friendly housing that predominates on Hill St. In short, the size, bulk, density and likely use of the proposed project are all inconsistent with the character of the existing neighborhood.

PRIORITY POLICY #4 “*That commuter traffic not impede Muni transit service or overburden our streets or **neighborhood parking***”. The proposed project consists of 12 small units containing a total of 20 bedrooms. As the units are clearly designed to be shared by unrelated individuals (as opposed to being designed for families), that means 20 or more additional cars could be added to the neighborhood. Despite the scarcity of parking in the neighborhood, the project does not provide for any car parking. While the project does provide for some bicycle parking, it is unreasonable to expect that all or even the majority of the tenants will rely solely on non-auto means of transportation. Indeed, the Mitigated Negative Declaration for the project predicted that it would generate 157 additional car trips each day and require 34 parking spaces during the time of peak demand. Those additional cars will exacerbate an already difficult parking situation in the neighborhood.

PRIORITY POLICY #5 “*That landmarks and **historic buildings** be preserved.*” The proposed project is situated at the edge of the Liberty Hill Historic District and is surrounded by historic buildings. Yet the project makes no attempt to relate to its historic surroundings in terms of either scale or architectural style. Instead, the sponsor is proposing to build a generic apartment building that will tower over the surrounding historic buildings. While it is understood that a new building at this location will not be built in classic Victorian style, the historic essence of the area would be much better preserved by a much smaller building that was designed to complement its historical surroundings.

Finally, it is important to discuss the Sponsor’s contention that proposed units will be “affordable” (a feature which would be consistent with Priority Policy #3). There is no reason to believe that will be the case. Most of the units will be market rate, and the Valencia corridor has seen rapidly rising rents over the past few years as young tech workers have flocked to the area. As these newly constructed units will feature modern amenities and are designed to be shared, they will command a premium from those moving into the neighborhood. While we have absolutely no objection to market-rate apartments being built on the site, we do not think the units will be “affordable” in any meaningful sense of the word.

Discretionary Review Request Question 2

The proposed Project would have numerous undesirable and adverse impacts on the neighborhood.

The extreme height and bulk of the proposed development is inconsistent with the size of existing buildings on both Hill Street and Valencia Streets. The proposed 5 story monolith would tower over the 2 and 3 story buildings that predominate in the area. As most of those buildings (on both Hill Street and Valencia Street) are historic, and, therefore, will not be demolished or expanded, the proposed project will be permanently and obtrusively out of place.

The density and nature of the proposed units is inconsistent with the family friendly orientation of most of the housing in the neighborhood, particularly on Hill Street. The Project proposes to place 12 tiny one and two bedroom units on a lot that is smaller than most of the single family residence lots on Hill Street. This type of housing is dramatically different from Hill Street, which contains largely one or two unit houses and a few small apartment buildings, almost all of which are well suited for families and other long term residents.

The design of the proposed building is generic and overbearing and clashes with the historic buildings that surround the project. Hill Street is the gateway to the Liberty Hill Historic District and one of the most architecturally interesting streets in the City. While no one expects the Project to be done in a faux-Victorian style, it seems reasonable to ask that the building have architectural merit, respond to its surroundings and enhance the visual environment. The bulky, cookie-cutter design of the proposed Project does none of those things.

The proposed project would generate a tremendous volume of noise that would potentially drive the Marsh Theater (a significant Mission District cultural institution which abuts the project site), out of the neighborhood. The combination of small, dense residences and large party decks creates the likelihood of disruptive amounts of noise being generated on a regular basis. Such noise would interfere with the Marsh's performances and destroy the quiet atmosphere of Hill Street. Furthermore, the sponsor has refused to provide assurances that construction noise will not prevent the Marsh from using its building for daytime rehearsals during the construction period (please see attached letter from the Marsh for more details).

The proposed Project would significantly worsen an already difficult parking situation in the neighborhood. According its Mitigated Negative Declaration, the Project would require up to 34 additional parking spots at peak times, yet no parking is proposed. Lack of parking reduces the quality of life of residents of the neighborhood and drives families from the City. While the LHNA supports the goals of the City's Transit First Policy,

the fact is that public transit in the neighborhood has been dramatically reduced over the past few years (including the elimination of all bus service on Valencia St., see attached document titled "Eliminated Transit Along "Transit Corridor"). Therefore, this Project must be evaluated assuming the residents and the current neighbors will need to rely on cars for a significant portion of their transportation needs for the foreseeable future.

The changing and improving nature of Valencia Street would suffer from the adverse and incongruous nature of this oversized and massive construction. Valencia Street has been greatly altered in the past five years. Substantial portions of the sidewalk have been widened with a continuation to our neighborhood to be implemented in the near future. This Project undermines that atmosphere by dominating and shadowing the smaller buildings that are essential to the attractiveness of this thriving part of the Mission. Furthermore, the Mission is known for its sun. This construction would block it and would create a divisive architectural block between the Hill Street portion of the Liberty-Hill Historic District and the proposed annex of historically significant buildings on Valencia Street. In other words, it damages the cohesiveness and attractiveness of the community.

In summary, this project has little to recommend it. We residents want to grow the City's housing stock, but not through the creation of buildings that are inappropriate for their location. If this structure is built, the neighborhood would be tremendously, negatively impacted.

Discretionary Review Request Question 2
Response by The Marsh

The property most directly affected by the new construction and subsequent use of the building is The Marsh. The new project plans to build right up to the wall on the property line, virtually sharing a wall with the performance space inside of The Marsh.

There are several major impacts of this project that will destroy the ability of The Marsh to have use of their space for rehearsals, performances, classes and the Marsh Youth Theater. The most serious is the sound bleed during construction, and on an ongoing basis, once the project is completed. The design of the new building has an outdoor common space above the garage and open balconies on the rear corner next to and above The Marsh. Noise from these spaces will interrupt performances and classes and compromise the use of our space. If there are interruptions in services; sewer, water, electricity, during construction that disrupt our ability to have classes and performances, it will be devastating for us. Income from our classes and performances is our life blood. Our survival as a community institution relies on our ability to offer the activities, classes and performances the community supports. The Marsh operates seven days a week, all day and in to the evening.

The height of the new project is also an issue, as it will shadow the entire Marsh property and will eliminate the possibility of signage on the north side of the building. The scale of the building is inconsistent with the rest of the block and the actual design does not tie in with the surrounding buildings.

Because of the plan to build along the property line, The Marsh will have to make changes to its property to accommodate the needs of the new construction, including movement of some drainage, boarding up of a window, which is the only open air and light source on that side of the building, and some changes to the roof. As a non-profit organization, The Marsh does not have the financial capacity to do the capital work that the project is requesting us to do and the changes affect the interior space upstairs in the building where we have a second theater space as it eliminates the only window.

The last issue is parking. Anyone who comes to the neighborhood regularly is aware of the problems with parking. This project is proposing to bring new tenants in to the neighborhood and not provide parking. The scale of the project is too large to ignore the potential impact of more vehicles.

The Marsh would like to see changes made to the plans to address some of the concerns outlined above. As a long standing cultural institution that has been providing classes, workshops, after school Marsh Youth Theater programs and over 400 performances annually, we feel that it is imperative that any new use next door to our space be compatible with our use, and be sensitive to the unique needs of our programs and activities. A smaller scale project with attention to the noise impact that outdoor space will have on our property would be preferable.

Discretionary Review Request Question 3

The following changes would make this development more compatible with the unique historic and residential streetscapes of Hill and Valencia Streets:

Height—Height should be a maximum of three stories. As can be seen from the enclosed photographs, all but one of the surrounding, abutting, and facing structures are two or three stories. A significant number of these buildings are designated as historic, being part of the Liberty-Hill Historic District or the South Mission Historical Resources Survey.

Density—The number of units should be limited to four to six apartments, some of which could accommodate families. This would be in keeping with the surrounding neighborhood of mostly one to four family units on Hill Street, and would enhance the existing family friendly environment of our community.

Open Space--As designed, the decks that are providing the required open space are an intrusive and unacceptable invasion of the peace, quiet and privacy of the adjoining, facing, and proximate residential buildings. The occupant density, combined with communal decks, will result in unacceptable noise levels to the neighbors; this is a particular problem for the Marsh Theater (see enclosed), one that threatens its existence. Decreased density and a more thoughtful design of the open space would help ameliorate noise issues.

Architecture--While the neighbors have never presumed that they should design the building, it was the overwhelming consensus that the building should enhance the community. A more interesting, exciting and modern design, as opposed to this very generic and lackluster design, would add interest to the streetscape. The neighbors agree with the suggestion made by the Historic Preservation Commission that the corner be architecturally addressed; we propose the building entrances be on the corner. The HPC also took issue with the height, bulk, and lack of set-back, as do the neighbors. The incongruous overhanging bays tacked onto this design should be eliminated. Finally, at the risk of repetition, but essential to the need for design change, the height should be reduced to three stories; A 55 foot tall building on this small lot (not much larger than a single residence lot) would destroy the quality of the streetscape

Parking – While the configuration of the lot does not allow for extensive parking, it would be appropriate to include 2 to 4 parking spaces in the building (depending on the ultimate number of units in the building) to lessen the impact of the building on already limited parking in the neighborhood . A portion of those spaces could be devoted to car share parking.

ELIMINATED TRANSIT ALONG “TRANSIT CORRIDOR”

Muni lines

11—Hoffman --22nd street

12—Mission-Ocean

14- Mission

14GL—Guerrero limited

14X- Mission express

26—Valencia

26X --Valencia express which ran on guerrero

86 --Mission Shoppers Shuttle

Eliminated Jitney services:

<http://missionlocal.org/2009/08/a-small-empire-built-on-jitney-history>

<http://commutergal.com/2010/07/28/tuesday-july-27-remembering-the-jitneys>

<http://www.uctc.net/papers/252.pdf> page 16

12.07230

**Liberty Hill Historic District – Hill Street between Valencia & Guerrero
(directly adjacent to the Spork site) featuring many Victorian homes**

Liberty Hill Historic District - Hill Street Odd Side



Houses built circa:

SPORK site 1885 1889 1889 1889 1889 1889 1889 1889 1889

Liberty Hill Historic District - Hill Street Even Side



Houses built circa:

1889 1915 1915 1889 1889 1889 1889 1889 1889 1887 1889 1887 1887 1889 1889

The Hill Street portion of the Liberty Hill Historic District that is directly adjacent to 1050 Valencia is primarily composed of Victorian homes built in the late 1880s. These homes are two-story, Italianate and Stick style houses that have been carefully preserved.

A five-story, 16-unit building will have material, adverse impact on the street and will detract from the historic character of the district.



Liberty Hill Historic District circa 1900

12.0723D

12.0723D 1

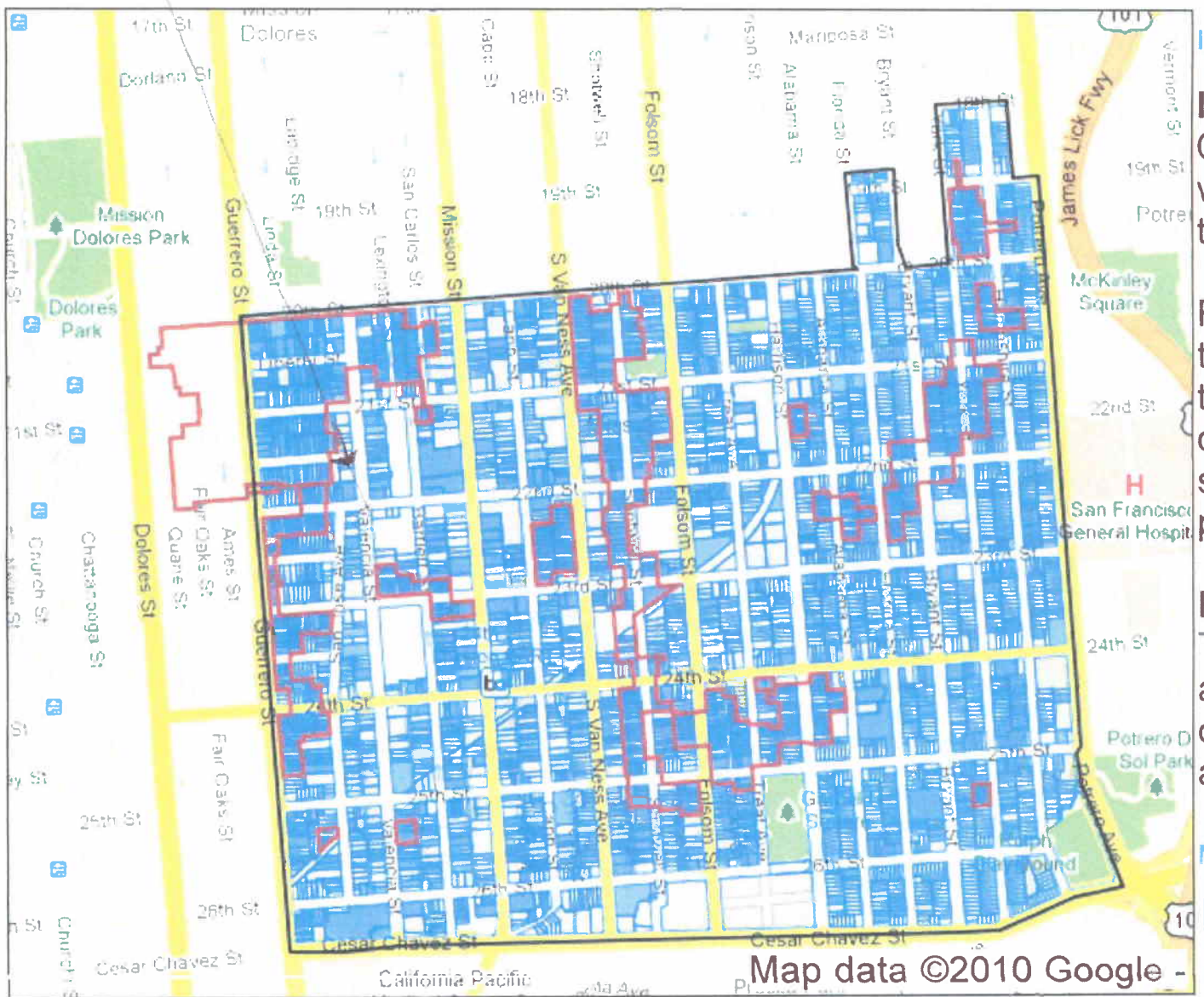


The site surrounded by historic buildings

South Mission Historic Resources Survey

822 Shotwell Street

Search



PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

CHR Status Code: _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 3

Resource Name or #: (Assigned by recorder) 1062 VALENCIA ST

P1. Other Identifier: 1062 - 1074 Valencia Street

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco

*b. USGS Quad: San Francisco North, CA Date: 1995

c. Address: 1062 VALENCIA ST City: San Francisco ZIP 94110

d. UTM Zone: Easting: Northing:

e. Other Locational Data: Assessor's Parcel Number 3617 008B

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1062 - 1074 Valencia Street is located on a 75' x 85' rectangular lot on the west side of Valencia Street, between Hill and 22nd streets. 1062 - 1074 Valencia Street is a 2-story, wood frame commercial building that was constructed in 1937. The rectangular-plan building, clad in smooth stucco, is capped by a flat roof. The foundation is not visible. The building includes 4 commercial units with 4 entrances at the street level.

The primary façade faces east and includes 5 structural bays. The first structural bay (south) includes a recessed paneled arched entry featuring a diamond-pattern tile floor and a pair of fully glazed wood doors with a glazed transom and sidelights. This entry leads to the second story above. The second structural bay features a storefront on the ground level that includes a shallow vestibule with a fully glazed wood door and transom, and fixed plate-glass aluminum-sash windows.

(continued)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other



P5a. Photo

P5b. Description of Photo:

Primary façade looking west, 12/27/2007

*P6. Date Constructed/Age:

Historic Prehistoric Both

1937 SF Assessor's Office

*P7. Owner and Address

THE MARSH
1062 VALENCIA ST

SAN FRANCISCO CA

*P8. Recorded By:

Page & Turnbull, Inc. (GH, CD)
724 Pine Street
San Francisco, CA 94108

*P9. Date Recorded: 1/10/2008

*P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "None")

Eastern Neighborhoods Mission Survey

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (list):

PRIMARY RECORD

Primary # _____

HRI # _____

Trinomial _____

CHR Status Code: _____

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 2

Resource Name or #: (Assigned by recorder) 1098 VALENCIA ST

P1. Other Identifier: Social Security Administration

*P2. Location: Not for Publication Unrestricted

*a. County: San Francisco

*b. USGS Quad: San Francisco North, CA Date: 1995

c. Address: 1098 VALENCIA ST

City: San Francisco

ZIP 94110

d. UTM Zone: Easting: Northing:

e. Other Locational Data: Assessor's Parcel Number 3617 085

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1098 Valencia Street is located on an irregular-shaped lot on the northwest corner of Valencia and 22nd Streets. 1098 Valencia Street is a 2-story, reinforced concrete and steel-frame civic building designed in the Renaissance Revival style. The rectangular-plan building, clad in scored concrete, is capped by a flat roof. The foundation is not visible. The primary façade faces east and has 2 structural bays and an angled corner bay, while the south-facing façade has 3 structural bays. The primary entrance includes paired, fully-glazed metal doors with a glazed transom and sidelights. Typical fenestration consists of large fixed multi-light tripartite plate-glass windows. Architectural details include pilasters supporting an intermediate entablature, arched window and entrance surrounds capped by prominent keystones, and a cornice surmounted by a balustrade.

The building appears to be in good condition.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building, HP14. Government Building

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a. Photo



P5b. Description of Photo:

South and east facades of 1098 Valencia Street. 12/27/2007

*P6. Date Constructed/Age:

Historic Prehistoric Both

1924 Sanborn Map

*P7. Owner and Address

*P8. Recorded By:

Page & Turnbull, Inc. (CB/CD)
724 Pine Street
San Francisco, CA 94108

*P9. Date Recorded: 1/8/2008

*P10. Survey Type:

Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "None")

Eastern Neighborhoods Mission Survey

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (list):

Historic buildings on Valencia Street - between 20th and 22nd Streets



Victorian apartments on Valencia and 20th – one block from 1050 Valencia.



Victorian houses on Valencia and 20th – one block from 1050 Valencia



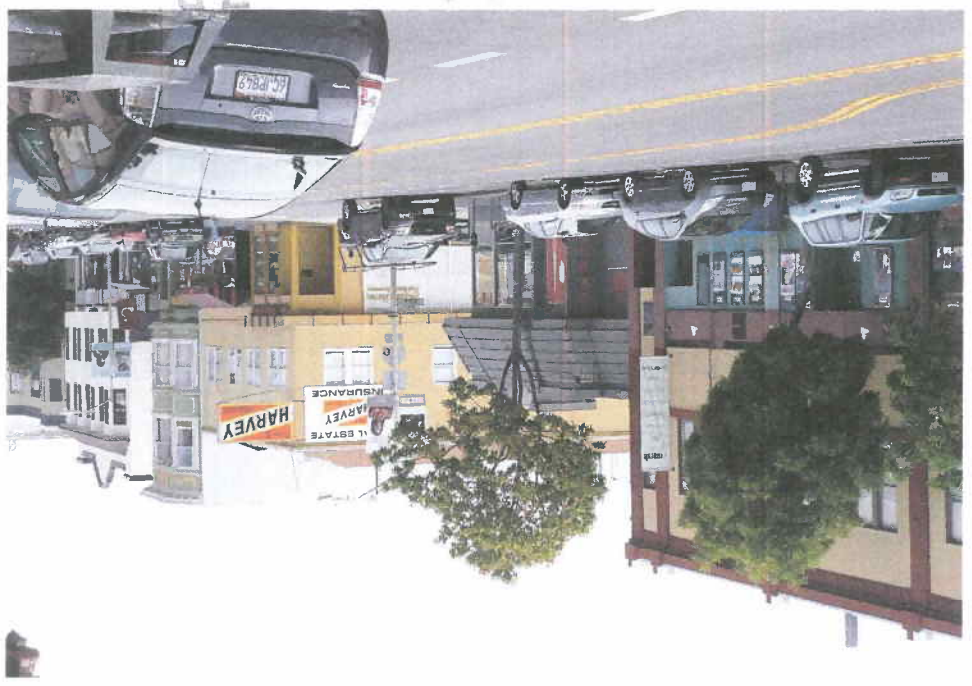
Victorian buildings directly across the street from 1050 Valencia



Historic building at 22nd street and Valencia

12.07230

View of Valencia St from the corner of 22nd St.



12.0723D

The Site and Hill St. The Liberty-Hill Historic District



12.07230

The 'site' and views of Valencia Street



12.0723D

The only building over 3 stories



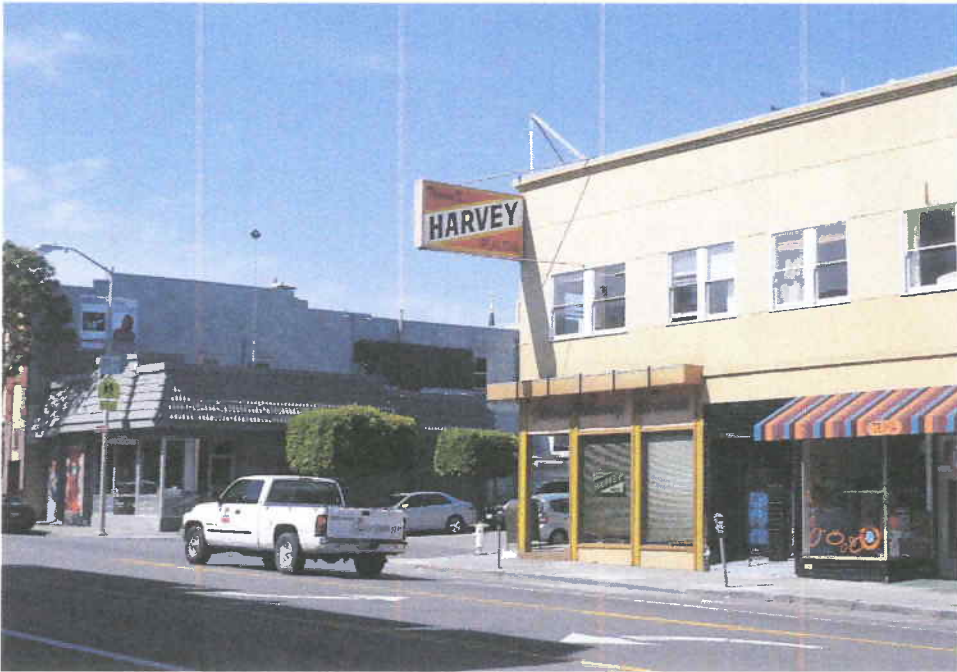
Site of the proposed five story building (corner of Hill St + Valencia)

The 'Site' and views of Valencia St at Hill St.



12.07230

The Site (1050 Valencia) Surrounded by 2 Story Buildings



12.07230

Views of Historic Buildings on Hill St and Valencia



12.07230

Views of Victorian Buildings on Valencia (one block beyond site)



Compatible 'new' buildings ↑



12.07230



The View down Valencia St.



The 1050 Valencia Site

12.07230

12.0723D



build: 5.00 TRIAL, engine: 2.205, preset: default.pps | render time: 0 hours 3 minutes 12 seconds, size: 1362 x 686

MORA ARCHITECTS 115 VALENCIA ST. S.F. CA 94103 (415) 431-8601 6/3/11

A more suitable alternative presented by LHNA

Response to Discretionary Review (DR) Requestor (Raisa Teitelbaum) August 20, 2012

DR Requestor: Project sponsor has made only the changes required by building code. Plans remain fundamentally unchanged.

RESPONSE:

1. Project has been downsized from 16,000 gross square feet to a 10,711 square foot building representing a 33 % reduction in above ground square footage.
2. Four dwelling units have been eliminated in direct response to neighbor's concerns about height, bulk and density bringing the total to 10 market-rate and 2 BMR units from a previous 14 market rate and 2 BMR units, a 29 % reduction in market rate units.
3. Original request for a rear yard Variance was withdrawn in direct response to Neighbors concerns about bulk, density, and noise from the private roof top deck
4. The average unit is now 15 % larger, 8 studio units were eliminated.
5. Five story frontage on Hill St reduced at the rear from 40 feet to 15 feet.
6. Residential entry relocated to Hill Street and the storefront extended along the Valencia Street façade. Corner entrance introduced for storefront, to better define the prominence of the corner building location.
7. Tower structure at Valencia St façade eliminated.
8. Roof Deck at top roof eliminated and all required Open Space provided as a combination of the roof deck at 2nd floor and private decks on upper floors facing the rear yard.
9. Concrete and zinc siding materials replaced with horizontal lap siding to reflect context of neighboring historic buildings.
10. Reduced the overall height of the building by eliminating stair, elevator towers and penthouse
11. Entry to residential moved to Hill Street, creating a separate address for the residential

DR Requestor: Historic Preservation Commission informed the project sponsor that HPC took issue with the bulk, height, materials, lack of set-back, & failure to architecturally address the prominent corner location.

RESPONSE: Historic Preservation Commission reviewed the project in accordance with the Eastern Neighborhoods Area Plan Interim Permit Review Procedures for Historic Resources on May 19 and again on June 15, 2010 and determined, in Motion No. 0068, that the Planning Department's CEQA analysis of potential impacts on historic resources was adequate. Note that the Commission reviewed the much larger building proposal and still found it not an impact on adjacent buildings.

DR Requestor: Planning Commission (PC) directed sponsor not to return with same plans.

RESPONSE: The City Planning Commission found that the proposed Project could not have a significant effect on the environment. The Commission issued no directive to Sponsor on what kind of plans to "return" with. The project was before the Planning Commission on July 8, 2010 and again on September 2. Note that the Commission reviewed the much larger building proposal and still found it not an impact on adjacent buildings and the building before the Commission is not the same as was reviewed in 2010. There have been significant reductions in density and building mass and bulk.

Discretionary Review Request Question 1.

DR Requestor: Size, density and design are all inconsistent with City's Design Guidelines, the General Plan and Planning Code Priority Policies

RESPONSE: The proposed structure complies with the 55-X Height and Bulk District. The VALENCIA NEIGHBORHOOD NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) DISTRICT zoning allows a variety of building types and architectural styles and buildings at corner parcels that are taller and larger, and that typically have larger areas than parcels located on the residential streets such as Hill Street. The Project site area's mixed-use character includes a variety of uses and a number of relatively large structures containing ground floor retail with multiple dwelling units above. "the proposed uses are principally permitted [within the Valencia Street NCT] and would be compatible with existing uses on adjacent and surrounding properties and would be consistent with the character of the Valencia Street corridor and to smaller outlet streets from Liberty Hill. Although the proposed project would result in a more intensified land use than currently exists on the site, it would not introduce a new or incompatible land use to the area." The building is the direct result of the eight-year long re-zoning effort led by the City even though that same plan was and is opposed by the neighbors filing the DR request.

Although the proposed building's longest façade would face Hill Street, its primary façade (and the commercial space) would face Valencia Street. Larger corner buildings with secondary facades facing residential blocks are common on Valencia St. and do not impair the use of residential areas in any demonstrable way.

The project's density is well within the existing and historical range for Liberty Hill and the surrounding Mission District. Of the of 48 oversized corner buildings surveyed within two blocks of the Project sit, 33 contained four or more units (461 units in total) for an average of 17.2 units per building. More than half the buildings contained 12 units or more, and four of them contained more than 40 units. This does not include the residential housing services such as Dolores Street Community Services at 938 Valencia St with 85 beds or the 65 bed Saint Joseph's Family Center at 899 Guerrero St. The building is compatible in size, density and design with the City's Design Guidelines and Planning Code's Priority Policies.

Residential Guidelines

DR Requestor: Project inconsistent with City's Residential Design Guidelines. Sponsor focuses solely on compatibility with commercial aspects of Valencia St, not residential character of Hill St. The project, with its 85-foot frontage, will have its greatest impact on Hill St and a lesser impact on Valencia St, where it only has a 39-foot frontage.

RESPONSE: That the proposed corner building would have a longer façade on Hill St is historically consistent and part of a well-established pattern throughout Liberty Hill and the Mission District as a whole. The DR Requestor's own material submitted includes the historic photo of a large, commercial building at the corner, which was a large boarding house and school filling the current lot and the adjacent one along Hill with no opening for a rear yard. This historic pattern persists around the area today in that there are 48 oversized, corner buildings within a two-block radius, which are similar to the project site in that they feature longer facades on a side-street side of the lot, similar to Hill Street. Their non-thoroughfare facades are 94 feet on average, compared to the project site's 85 feet. The main difference between these existing structures and the proposed project is open space/set back. The proposed project would provide a full 20-foot set-

back, and the five story portion of the new structure extends 65 feet on Hill St., not 85 feet as claimed by the DR requestor. In contrast, most of the existing structures surveyed are full height for the full length of the non-thoroughfare frontage, with little or no rear yard. Hill Street is not impacted any more than any of these nearby historic examples.

DR Requestor: Sponsor made no attempt to design a building to help define, unify and contribute to existing visual context. There is nothing in the project's design to evoke or relate to any of the surrounding buildings.

RESPONSE: Subjective opinion. Project employs bay windows, a prominent Victorian feature readily adaptable to contemporary buildings, to reference surrounding buildings. In addition, the storefront treatment takes its design from traditional Victorian painted wood trim and panels with cornice above. Project substituted zinc and metal siding for concrete fiber lapping, which references the wood siding on many Victorian structures on Hill St. Cornice elements also reference the surrounding Victorian buildings. This is a contemporary building.

DR Requestor: Project's "cookie-cutter" design does not reflect, enhance or improve on surrounding buildings.

RESPONSE: This reflects DR Requestor's subjective judgment. The juxtaposition of the contemporary with historic architecture and the increased height of the project serve as an exclamation point to demarcate and define the departure from the busy, congested four lane Valencia commercial corridor to the quieter, residential and historic Hill St. Further, the project's height mirrors that of the four story apartment house at the upper end of the Hill Street; together they would frame the historical buildings on Hill St. The building helps define the boundary of the Liberty Hill Historic District.

DR Requestor: Five-story proposed building is incompatible with two and three story buildings surrounding the site.

RESPONSE: There are 10 four and five story buildings within a two-block radius of the project site. This does not include the pipeline project one block south, 1198 Valencia Street, with 42 units proposed at 55 feet in height, another upcoming project to be designed based on the recent EN rezoning. Many of the three story historic buildings in the area are much taller than their contemporary equivalents (due to having 12 to 14 foot ceiling heights) and should be regarded accordingly. In addition, there is a four-story apartment house at the opposite end of Hill St that towers over the adjacent properties on Hill and then, at the other end there is a newer five-story building almost directly across from the project on Valencia St. that is also 50 feet tall. There is a seven-story historic apartment house less than 300 feet away at 3266 21st St & Lexington, which serves as a perfect example of how a large corner building can co-exist and contribute to a historic neighborhood; this building has looming frontage along Lexington Street, an even smaller scale side street than Hill Street. There is a pattern, in particular, of large, corner buildings, adjacent to lower buildings all around the immediate neighborhood.

DR Requestor: *Hill St is a primary element in the Liberty-Hill Historic District.*

RESPONSE: There is no dispute that Hill Street is part of the Liberty-Hill Historic District’s southeast boundary. This block of Hill also contains a number of contemporary buildings that are not contributors to the District and those are all closest to the subject property, which is not in the District. Of the 17 buildings on the south (Project) side of Hill St, less than half are listed in the California Historical Resources Inventory and/or City-adopted surveys according to the Planning Department as contributors.

City’s General Plan

Policy 1.2.1: “Ensure in-fill housing development is compatible with its surroundings”:

RESPONSE: The project is compatible in that it promotes the following community-driven, Mission District specific goals:

- Preserves diversity and vitality of the Mission
- Increases the amount of affordable housing
- Preserves and enhances the unique character of the Mission’s distinct commercial areas
- Promotes alternative means of transportation to reduce traffic and auto use
- Displaces no existing residents

DR Requestor: Proposed 5 story development will tower over surrounding 2 and 3 story buildings and is architecturally incompatible with surrounding buildings.

RESPONSE:

Historic Resource Evaluation Response by Sophie Middlebrook, Acting Preservation Coordinator

“The proposed demolition of the subject building and construction of a contemporary five-story building will not cause an adverse impact to the historic integrity or significance of the Liberty-Hill Historic District. The proposed building is physically separated from the Liberty-Hill Historic District by one parcel - 15-21 Hill Street (Lot 008) - which is developed with a two-story residential building. This intervening parcel provides a physical break and buffer between the historic district and project site such that the proposed project would not result in a direct physical impact to the district. While the proposed project will be taller than immediately adjacent properties and will be visible from the historic district, the overall mass and scale is compatible with the surrounding architectural fabric, both historic and non-historic, and with the existing development pattern of Valencia Street. Development along Valencia Street is varied in terms of height and massing but there is a pattern of large lots, residential units above ground-floor businesses, and larger structures at corner lots. Within the Liberty-Hill Historic District, contributing buildings along Valencia Street, particularly corner buildings, are generally taller, more massive, and located on larger parcels than those at mid-block or on the residential streets. Since the district encompasses a portion of Valencia Street and classifies many of the existing, large, corner buildings therein as contributing resources, it appears that their mere size does not detract from the district. The proposed project, while approximately one-story taller than the tallest building within the historic district, matches the varied development vocabulary contained in the historic district and Valencia Street corridor. The proposed project has a contemporary design that is compatible with the mixed variety of styles and buildings within the immediate neighborhood and does not create a false sense of history. Given the physical separation between the historic district and subject property, and the fact that the historic district contains buildings with a wide range of heights, particularly along Valencia Street, it does not appear that the proposed project would alter the immediate

surroundings of the district such that the significance of the district would be materially impaired. Therefore, the proposed project would result in no adverse effect to off-site historical resources.”

Policy 1.2.3: *“In general, where residential development is permitted, control residential density through building height and bulk guidelines and bedroom mix requirements.”*

RESPONSE: The project complies with 55-X Height and Bulk District and exceeds the zoning requirements for a minimum of 40% 2-bedroom units by more than 25%.

DR Requestor: Limit the bulk and density of the project because it sits at the “very edge” of the “Mission Area plan” and abuts a relatively low-density residential neighborhood.

RESPONSE: The distance from the project site at 1050 Valencia St to the Mission District Area Plan boundary is one block (Guerrero St to the West,) and so is not at the “very edge” of the Mission Plan.

Hill St is not a low-density neighborhood. Of the 32 residential or mixed properties on this block of Hill St., 19 contain multiple units or almost 60%. The four-story building at 98 Hill St contains 13 units - the same density as the proposed project. Number 12 Hill St, right next door to the DR Requestor’s property, contains seven units and 8 Hill St, also next door, houses nine units and 3221 21st St, which adjoins the rear of DR Requestor’s property, contains 12 units.

In addition, there is no reason to lower the density and bulk of the proposed project since the adjacent block of Hill Street itself acts as the buffer and transition zone from the density and commercial activity of Valencia Street & the Mission to the more uniformly residential zones to the west.

Policy 1.5.2: *“Reduce potential land conflicts uses by carefully considering the location and design of both noise generating uses and sensitive uses in the Mission.”*

DR Requestor: The project’s combination of dense residential development, small units and a large, open “party deck” is likely to generate noise. The noise has the potential to disrupt performances at The Marsh.

RESPONSE: Misapplied. Policy 1.5.2 is aimed at noise generated by heavy traffic, freight movement and commercial uses not the sounds of building residents going about their daily lives. See Response to Marsh attached.

Valencia Corridor Zoning Policy: *Along small streets and alleys encourage low to medium density residential, in scale with smaller spaces.* The proposed project is larger, taller and contains much greater residential density than any building on Hill St or the immediate vicinity on Valencia St.

RESPONSE: More than a third of the buildings on the subject block of Hill St contain multiple units and at least five buildings contain five units or more. Number 12 Hill St, directly next door to DR Requestor, contains seven units, and 1038 Valencia/8 Hill St, also next door to DR Requestor, contains nine units. Number 98 Hill St contains four floors with 13 units on an almost identical sized lot as the project site.

The Project’s density, with units ranging from 635 to 788 square feet, is in keeping with other multi-unit buildings on Hill Street and nearby. The average unit size on Hill St in greater-than-four unit buildings is 677 sf.

Unit Size, Project Immediate Vicinity

<u>Hill St</u>	<u>Bldg. Size</u>	<u>Units</u>	<u>Average Size</u>
98 Hill St	10,308 sq ft	13	792 sq ft
8 Hill St	8,630 sq ft	9	479 sq ft
12 Hill St	3,956 sq ft	7	565sf ft
75 Hill St	4,366 sq ft	5	873 sq ft
<u>21st St</u>	5,776 sq ft	12	481sq ft
<u>Valencia St</u>			
1007	9,560 sq ft	11	434 sq ft
1067	8,550 sq ft	17	335 sq ft
1075	7,224 sq ft	7	516 sq ft
1087	8,950 sq ft	9	497 sq ft
1000	10,786 sq ft	10	719 sq ft

Source; SF Property Information Map. [Unit size was determined by building size divided by unit number (minus ground floor if commercial), service and common areas not accounted for, so units are likely a bit smaller]

DR Requestor states that the homes directly adjacent to 1050 Valencia are primarily “two-story, Italianate and Stick style” homes, when in fact, of the 17 buildings on south side of Hill St, less than half are currently listed in the California Historical Resources Inventory and/or City-adopted surveys as fully contributing to the Historic District. The two buildings that are “directly adjacent” are non-contributing and are outside the boundaries of the Historic District.

Policy 3.1.4: *Heights should also reflect the importance of key streets in the City’s overall urban pattern, such as Mission and Valencia streets, while respecting the lower scale development that typifies much of the established residential areas throughout the Plan Area.*

DR Requestor: The proposed building height fails to reflect the urban pattern on Valencia St and the Liberty Hill Historic District.

RESPONSE: The Project’s height relates to the width and importance of Valencia St and emphasizes that street’s status as a major transit and commercial corridor, with higher ceiling heights for the retail level. The Project provides variety in both scale and character while maximizing efficient building form and providing ground floor retail with new, moderate density housing above in compliance with the new rezoning of Valencia Street.

The scale of the project and its relationship between street width and building height provides an important orientation cue for users by indicating the street's relative importance in the neighborhood hierarchy. It's appropriate that taller buildings should line streets that play an important role in the city's urban pattern while providing and contributing to lively street uses.

Within the survey area bounded by 23rd St to the South and 20th St to the North, Guerrero St to West and Bartlett St to the East, there are 6 four story, 3 five story buildings and one seven story building. SF City College is 5 stories and the St James Church at 23rd & Guerrero is five stories.

Policy 3.1.6: New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older building that surrounds them.

DR Requestor: The proposed design shows no awareness of, or respect for, the height, mass, articulation and materials of the historic building that surround it, but rather epitomizes the worst in contemporary architecture.

RESPONSE: This is the DR Requestor's subjective opinion. The project does not seek to replicate older architecture styles.

Planning Code Priority Policies

Priority Policy #2: That existing housing and neighborhood character be protected in order to preserve the cultural and economic diversity of the neighborhood.

DR Requestor: The proposed project is two stories taller than any building on Hill St and has at least double the units of any building on the street. Its tiny, dense units and its size and bulk are all inconsistent with the character of the existing neighborhood.

RESPONSE: The Project would be only one story taller than 98 Hill St, a four story historical Victorian, which anchors the western end of that block of Guerrero St. Further, 98 Hill St., which sits on a slightly smaller lot than 1050 Valencia St, contains 13 units, one more than proposed for the project. The Project building's "bulk" is also perfectly compatible with the area. There are at least sixteen other 10,000 to 16,000 sq ft corner buildings within a two-block radius of the project, and some in the 40,000 to 50,000 sq ft range. The Planning Commission recently approved a 50,141 sq ft project 352 yards away from the Project at 899 Valencia St. and the upcoming 1198 Valencia will be 42 units and over 40,000 sq ft.

The Valencia Street corridor, as well as the neighborhood in general, contains a range of building types, heights and architectural styles, including historic and contemporary designs. Therefore, the proposed building, in terms of its architectural character, is consistent with the overall neighborhood context. There are other multi-story residential-over-retail buildings in the project vicinity, particularly on corner lots.

The project will enhance the City's supply of affordable housing, which will in turn preserves cultural and economic neighborhood diversity. Any lesser density will risk all BMR units and create less affordable, larger, more expensive units.

Priority Policy #4: That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking.

RESPONSE: The project includes abundant, secure bike parking- both for residents as well as separate spaces for retail employees. It also would feature secure gear lockers and a workbench area for bikes. The number of people riding bicycles in San Francisco increased seven percent since last year and 71 percent over the past six years, according to the San Francisco Municipal Transportation Agency (SFMTA). A 2012 SFMTA survey counted more than 1,000 riders in a two hour period on Valencia St, which puts it in the top five bike corridors in the City. The corner of Valencia and Market streets came in second citywide with almost 1,300 riders during the same period. San Francisco ranks third in bike-to-work commuting in major US cities over 300,000. It tied for second place for ridership overall.

We are confident of an ample supply of potential residents who will choose to live in the proposed building and have been assured that those residents who do so will not own cars but likely own bikes and would choose a building that supports this alternative even over public transit options.

The Project reflects the following City Policies:

POLICY 1.1.3

Maintain the successful Valencia Street Neighborhood Commercial district; recognize the proximity to good transit service by eliminating residential density limits and minimum parking requirements.

POLICY 1.1.4

In higher density residential areas of the Mission, recognize proximity to good transit service by eliminating density limits and minimum parking requirements.

DR Requestor: The proposed units are designed to be shared by unrelated individuals as opposed to families, which means that 20 or more cars will be added to the neighborhood, exacerbating an already difficult parking situation.

RESPONSE: DR Requestor offers no evidence as to who will occupy units or how their familial status affects the “parking situation.” As a housing provider, Project Sponsor does not deny housing to people based on their relationship with the person or persons they live with. Nor does the Project Sponsor presume to judge what constitutes a family. It is clear, however, from recent trends that the most likely tenants will choose to not own cars opting instead for bikes and/or public transit.

Priority Policy #5: That landmarks and historic buildings be preserved.

RESPONSE: No historic landmark or building will be damaged or removed by this project. The structure currently occupying the site is an example of 1970’s era formula retail architecture.

Discretionary Review Request Question 2

DR Requestor: The extreme height and bulk of the project is inconsistent with the neighborhood. The Project’s proposed 12 tiny one and two bedroom units on a lot that is smaller than most of the single family residence lots on Hill St, makes it inconsistent with the neighborhood.

RESPONSE: Project height and volume are perfectly in sync with surrounding corner buildings. The size of the Project's units are comparable, and in many cases larger, than those small units in the immediate area. In any case, being larger in scale and visual prominence compared to some buildings directly adjacent does not in and of itself constitute a detriment to the neighborhood. The Project area boasts a wide range of building sizes and architectural styles, including buildings up to seven stories.

DR Requestor: The building design is generic and overbearing and clashes with surrounding historic buildings.

RESPONSE: This is the DR Requestor's highly subjective opinion.

DR Requestor: The Project's dense housing and "party decks" would generate a tremendous volume of noise that would potentially drive The Marsh out of the neighborhood and destroy the quiet atmosphere on Hill St.

RESPONSE: See Marsh Response attached. The DR Requestor is basically opposed to the decades-old Planning Code requirement to provide open space for residents in multi-unit buildings.

DR Requestor: The Project significantly worsens an already difficult parking situation in the neighborhood by creating demand for up to 34 additional parking spaces, while providing none. This will reduce the quality of life for residents and drive families from the City.

RESPONSE: DR Requestor offers no evidence that the Project "will reduce the quality of life for residents and drive families from the City." To the contrary, it is an axiom that the more units available, the better it gets for both home owners and renters. A rising tide floats all boats. Further, the Planning Commission has already found that the Project will not have a significant effect on the environment. In addition, the DR Requestor's preferred project would mean fewer, larger more expensive units which could house families or single upper income professionals, but would be in a building with no affordable housing or with housing more affordable by design.

DR Requestor: The changing and improving nature of Valencia St would suffer from the adverse and incongruous nature of massive, oversized project. The Project undermines the atmosphere by dominating and shadowing smaller buildings. It would block the sun and create a divisive architectural block between Liberty Hill Historic District and the historically significant buildings on Valencia St. It damages the cohesiveness and attractiveness of the neighborhood.

RESPONSE: DR Requestor offers absolutely no evidence that the project will inflict suffering on Valencia St, or that it will "create a divisive architectural block between Liberty Hill Historic District". To the contrary, the Project will remove an incongruous piece of mid-Twentieth Century fast food architecture that is clearly not a contributor to the Valencia Street's small-scale local retail character.

Discretionary Review Request Question 3.

Height: Height should be a maximum of three stories.

RESPONSE: The building’s proposed height and bulk is consistent with the SF Planning Code. Furthermore, it is not out of scale with the overall character of Valencia Street, which boasts a range of building styles and heights. About 10 other larger (up to seven- story) multi-unit buildings exist within two blocks of the project site. The building would be taller than others on Hill Street, but would be consistent with the existing pattern of development, as evidenced by taller, larger buildings on Valencia Street and on corner lots especially often abutting smaller buildings such as the four-story 945 Guerrero/98 Hill building does on adjacent Hill Street properties. If this site warrants a three-story building then this should apply to all new projects along Valencia. In other words, there is nothing extraordinary about this one property (except that is across the street from the DR Requestor’s property) that would indicate it, alone, and no other new building planned in the NCT, should be reduced in height as much as 45% from what the Planning Code authorizes.

Density: Number of units should be limited to four to six apartments.

A new building of four to six units does not match the pattern of corner buildings on Hill St or within the Liberty Hill Historic District or in the immediate environs of the Mission District. The construction of four to six units would make it financially impossible to include affordable housing and would increase the cost of whatever units were built, significantly. In addition, with new legislation making the threshold for BMR units 10 or more new units, such a proposal would eliminate the two affordable units while making the remaining fewer units significantly more expensive. This proposal on the part of the DR Requestor has been asserted from the beginning and it runs counter to multiple Priority Policies the Commission upholds on a regular basis. There are no exceptional circumstances owing to this property that warrant what would be, in effect, a spot, down-zoning, simply because of the neighbors objections to years of the Planning Department’s efforts.

Open Space: The decks that are provided as required open space are an intrusive and unacceptable invasion of the peace, quiet and privacy of adjoining residential buildings. Decreased density and a more thoughtful design would ameliorate noise issues.

POLICY 3.1.9 bestows a greater flexibility as to where open space can be located on new development on mixed-use-zoned parcels where an existing pattern of rear yard open space does not exist. That condition prevails on the majority of over-sized corner properties in proximity to the Project site. A survey of 48 larger corner lots yielded an average rear set back of 6 linear feet along side-street facades, in contrast to the Project’s 20 lf.

There is only one adjoining residential building (15 Hill St) and, with the exception of a light well, its East wall facing the Project is a blind wall. Sponsor has offered to build a sound wall to further separate the properties if the neighbors desire. Even though both adjacent buildings have no rear yard opening to a mid block open space.

Future residents and their conduct, on and off deck, will be governed by CC&Rs and/or “House Rules”, which will strictly control noise. In addition, all residents will be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which regulates excessive and avoidable noise as a matter of public health and safety.

No evidence is presented by the DR Requestor to substantiate the claim that noise generated from Project’s open space would be louder due to apartment “density”. Outdoor decks and patios are

common throughout San Francisco. This complaint also goes against the basic right of residents to enjoy an obligation of project sponsors to provide useable open space to residents. There are no solutions to providing open space that will satisfy the DR Requestor's complaint in this case.

Moreover, the DR Requestor's own exhibit, entitled "A more suitable alternative presented by LHNA" includes decks, or 'party decks'.

Architecture: A more interesting, exciting and modern design should replace the current one. The building entrance should be on the corner. The overhanging bays should be eliminated. The height should be reduced to three stories.

RESPONSE: DR Requestor dismissed the initial Modern/minimalist glass-on-concrete design as "generic and characterless", complaining in her 2010 Appeal of Preliminary Mitigated Negative Declaration that "The building design does not reference the Victorian streetscape on Hill Street nor share any attributes with the vintage buildings on Valencia Street and the building should be redesigned to reflect and encompass the distinct character of this community." Changes were made in response to DR Requestor's request and Planning Department suggestions to incorporate features of surrounding buildings. The building entrance was relocated at the suggestion of UDAT. The DR Requestor disagrees with the Planning Department about where the retail entry should be.

The DR Requestor's attempt at an alternative design entitled "A more suitable alternative presented by LHNA" - incongruously includes "overhanging bays" and decks, both of which DR Requestor insists be removed from the Sponsor's plan. DR Requestor's plan is also extremely regressive with regards to the establishment of height limits, going back to a time when 30 feet was a maximum height limit in the area.

Parking: Include two to four parking spaces to lessen parking impact on neighborhood.

RESPONSE: Off-street parking for residential or commercial uses in the Valencia Street NCT is not required, according to Planning Code Section 726.1. Adding parking would be done at the expense of street level retail. All told, the DR Requestors demands amount to preferring a building that would be suburban in character, yielding a few, expensive dwelling units in the \$1.5-\$2 million dollar range with a ground level garage for 2-4 cars; this is a result that is at complete odds with the Eastern Neighborhood Plan and that is what is before the Commission to decide. The Project Sponsor requests that the Commission not take DR and approve the project as proposed.

Response to The Marsh letter attached to application for Discretionary Review case No. 12.0723D.

We addressed the Marsh's concerns in exhaustive detail during two separate meetings with its entire board. The same issues were also addressed during at least two other meetings with the Liberty Hill neighbors, a meeting with The Marsh Operations Director on December 12, 2011 a Pre-Application meeting on December 21, 2010 mediated by the Planning Department and in a detailed, written rebuttal by the Planning Department to The Marsh's objections voiced in the 2010 Appeal to the PMND.

Following is a reiteration of our answers to The Marsh's concerns and the steps we offered to take in addressing them:

Sound

We offered to build a sound wall along the south west portion of our shared property line to isolate The Marsh's building from the new backyard and residential decks.

We have eliminated the entire roof deck from the proposed project.

We offered to position a "boom box" on our existing roof to duplicate what would be a worse-case, "party deck" scenario and then devise, if required, sound proofing solutions to deal with it.

We offered to hire a sound engineer to generate a realistic assessment of potential problems.

We assured The Marsh that all construction would take place during normal business hours and that, given reasonable notice; we would gladly accommodate any special daytime events. We explained that construction noise, while unavoidable, will never exceed the ambient noise level by five dBA at the project property line and all construction activities are prohibited by law between the hours of 8:00 p.m. and 7:00 a.m. Further, The Marsh has recourse to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which regulates excessive and avoidable noise as a matter of public health and safety.

Future residents and their conduct, on and off deck, will be governed by CC&Rs and/or "House Rules", which will strictly control noise. In addition, all residents will be subject to the San Francisco Noise Ordinance, which controls any excessive deck noise through existing citywide enforcement measures.

Operational noise from the proposed building.

The statement that the new building will be "virtually sharing a wall with the performance space inside of The Marsh" is false. The portion of the proposed building adjacent to The Marsh is largely circulation space (not living space), and would therefore serve as a buffer between The Marsh building's northern wall and the occupied space within the proposed building. These conditions are replicated inside The Marsh building. A 5 foot wide stairwell runs down entire north wall, creating a "dead space" between the north property line (PL) wall. The second floor theater is further removed from the PL by a wide utility room and a large changing room, creating even more "dead space." In addition, the north wall of The Marsh building is solid lath and stucco; an excellent sound suppressant. This is why The Marsh managed to operate for years without its "survival" being threatened, despite being located next to a parking lot for a fast food restaurant open until midnight.

The elevator machinery room would be located on the roof of the new building, well away from any theater space, and in any case is designed to be operated in proximity to residential units where people sleep, so the likelihood that it will disrupt performances is zero.

The restaurant exhaust fan and other mechanical units all vent onto the roof of the proposed building and will therefore have even less impact than what has been in operation at 1050 Valencia St for almost four decades.

Contrary to The Marsh Response, there is no window in the upstairs theater, being as it is separated from the exterior wall by a stairwell and multiple service areas. Moreover, there are two windows located on the PL, not one as stated in the Response; neither one need be “boarded up”.

The following easily correctable potential sound leak conditions were identified by us and communicated to The Marsh:

The rearmost second floor window is an antiquated, single pane, aluminum frame unit which, if replaced with a double glazed unit, would provide a very cost effective sound proofing measure.

A 7” penetration from a flue that previously vented through the north PL wall is easily patched, and currently non-Code complying.

A non-insulated, non-fire stopped, ventilation duct runs the entire height of the building and vents near roof level, the north wall PL allows sound to travel directly into the ground floor theater from both other floors as well as the outside environment.

In operating a commercial theater, The Marsh is responsible for providing at least a modicum of sound insulation for what is normal background noise. Still, we offered to assist The Marsh to correct these conditions immediately. We have received no reply to date.

Construction Related Disruption

All standard construction regulations and protocols would be followed to avoid any disruptions to the existing utility infrastructure, including power, sewage, water and electric services. As mentioned above we would coordinate with The Marsh management to avoid noise-emitting and other construction disturbances activities during daytime performances. Note: The Marsh’s contention that it “operates seven days a week, all day and in to the evening” is not supported by its published calendar or website.

Property Line Construction Issues

We have taken a proactive approach to issues that could even remotely affect The Marsh during construction. We alerted The Marsh board to the very conditions cited in its Response, namely the drainage problem and a number of minor encroachments. We provided The Marsh with photos and a detailed analysis of what the problems were. We offered to assist The Marsh on numerous occasions to remedy the problems in such a way as to avoid financial hardship. The offers were made both verbally at meetings and in a letter dated June 29, 2011, which read in part:

“We are offering to assist you in addressing these issues, and as such would like to schedule a date to inspect the interior of your building along the north wall in order to generate possible solutions for rerouting your storm drains and correcting any other issues.” (See attached.)

The Marsh never replied.

Shadows

The Planning Department determined that the proposed project would not increase shading above levels that are common and generally accepted in urban areas and as such would not result in adverse shadow impacts, as defined under Proposition K and Section 295 of the San Francisco Planning Code.

1050-1058 Valencia Street + #1 Hill Street – August 22, 2012

Chronology & Design Changes in response to Neighbors & Planning Review comments

Meetings with Neighbors during Environmental Review Process:

April 22, 2009: Liberty Hill Neighbors

May 12, 2010: Liberty Hill Neighbors

August 04, 2010: Liberty Hill Neighbors

May 19, 2010: Historic Preservation Commission #1

June 16, 2010: Historic Preservation Commission #2 (does not impact adjacent buildings)

July 08, 2010: Planning Commission #1 (Request for additional language re: Historic Impacts to adjacent Properties)

September 30, 2010: Planning Commission #2 (unanimously approved project MND)

- **December 22, 2010:** Building Permit submitted [[201012277437](#)]:

- **July 01, 2011:** First written response from Planning, Notice of Planning Department Requirements (NOPDR #1) The Project Sponsor was told to wait for further comments from the Urban Design / Architectural Team (UDAT) before resubmitting revised plans

- **August 02, 2011:** Received the second set of comments (NOPDR #2) + (UDAT #1) Plans then were revised based on all of the Planning Departments comments and other changes (below) were made as a result of addressing those comments:

- 1) Variance eliminated and rear yard increased
- 2) Entry to residential moved to Hill Street, creating a separate address for the residential
- 3) Entry to Commercial + glass frontage at Valencia emphasized; de-emphasized along Hill Street
- 4) Zinc metal siding eliminated
- 5) Tower eliminated
- 6) Parking decreased to allow functional retail space and room for trash, etc.; Bike parking added
- 7) Basement returned to plan to increase space for utilities, etc.; also added a basement retail space
- 8) Application was prepared to request an Interdepartmental Project Review as required
- 9) Roof Deck at top roof eliminated and all required Open Space provided as a combination of the roof deck at 2nd floor and private decks on upper floors facing the rear yard
- 10) Eliminated three dwelling units bringing the total from 15 to 12
- 11) Reduced the overall height of the building by eliminating stair, elevator towers and penthouse

- **September 13, 2011:** Preliminary Revised plans emailed to Planner, Richard Sucre to check general compliance with comments prior to submitting formal revisions, prior to having the Interdepartmental Project Review and prior to meeting with neighbors.
- **September 29, 2011:** Planner responded on that plans looked like they addressed the initial comments as expressed in the NOPDR #2 (UDAT comments)
- **November 08, 2011:** Interdepartmental Project Review Meeting was held on with Building, Fire and Planning to review the plans to see if there were any other issues that might not have been addressed but would need to be as part of the Building Permit Review.
- **December of 2011:** After November meeting, plans were updated and revised based on all of the above comments, along with meetings with PG & E. Revised plans are resubmitted in.
- **January 17, 2012:** Neighborhood Meeting at Mission Cultural Center on with latest revisions to plans explained to neighbors.
- **March 12, 2012:** Planner responded on with additional requests for revisions to the configuration of outdoor roof deck open space [NOPDR #3] prior to sending out 312 Notification. Bays over rear yard were removed for three stories and open space increased to address these comments. Overall project further reduced in mass and square footage by 500 sq. ft.; Project deemed ready to have 312 mailing notice sent out.
- May 07, 2012:** 312 Notification sent out; DR filed June 4, 2012
- August 15-20, 2012;** New design changes made to the corner bay elements introducing a curved corner bay; window design modified to be more in keeping with surrounding pattern. Siding material changes including reducing number of colors and materials.

August 21, 2012: Meeting to be held with Mission Merchants Association

August 22, 2012: Meeting to be held with Valencia Merchants Association



The four story, historical building at 98 Hill and Guerrero streets contains 13 units, about the same density -and on an almost identical sized lot - as the Project.



This block of Hill St is at the very edge of the Liberty-Hill Historic District's southeast boundary, and reflects a typical San Francisco neighborhood-with a mix of both historic and contemporary buildings. Of the 17 buildings on the south (Project) side of Hill St, less than half are listed in the California Historical Resources Inventory and/or City-adopted surveys, according to the Planning Department. More than a third of the buildings on Hill St contain multiple units and at least five buildings contain five units or more.



Larger corner buildings with secondary facades facing residential blocks are common on Valencia and Guerrero streets and do not impair the use of residential areas in any demonstrable way.



The main difference between existing corner buildings and the proposed Project is open space/set back. The project would provide a full 20 foot set-back, where the structure drops from five stories to one, thus providing a significant break between it and the adjoining three story apartment house and the Liberty Hill Historic Neighborhood to the west. In contrast, most older, corner buildings in the Liberty Hill/ Valencia Corridor area run full height for the entire length of their secondary facades with just a minimum or no set-back at all.



The seven story apartment house at 3266 21st St serves as a perfect example of how a large corner building can co-exist and contribute to a historic neighborhood, as this one does with the neighboring, immaculately preserved dwellings on Lexington St in the Liberty Hill Historic District.







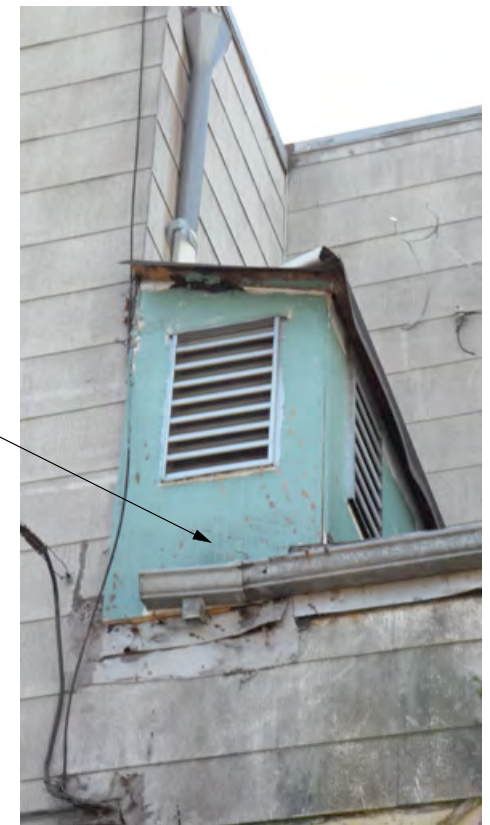
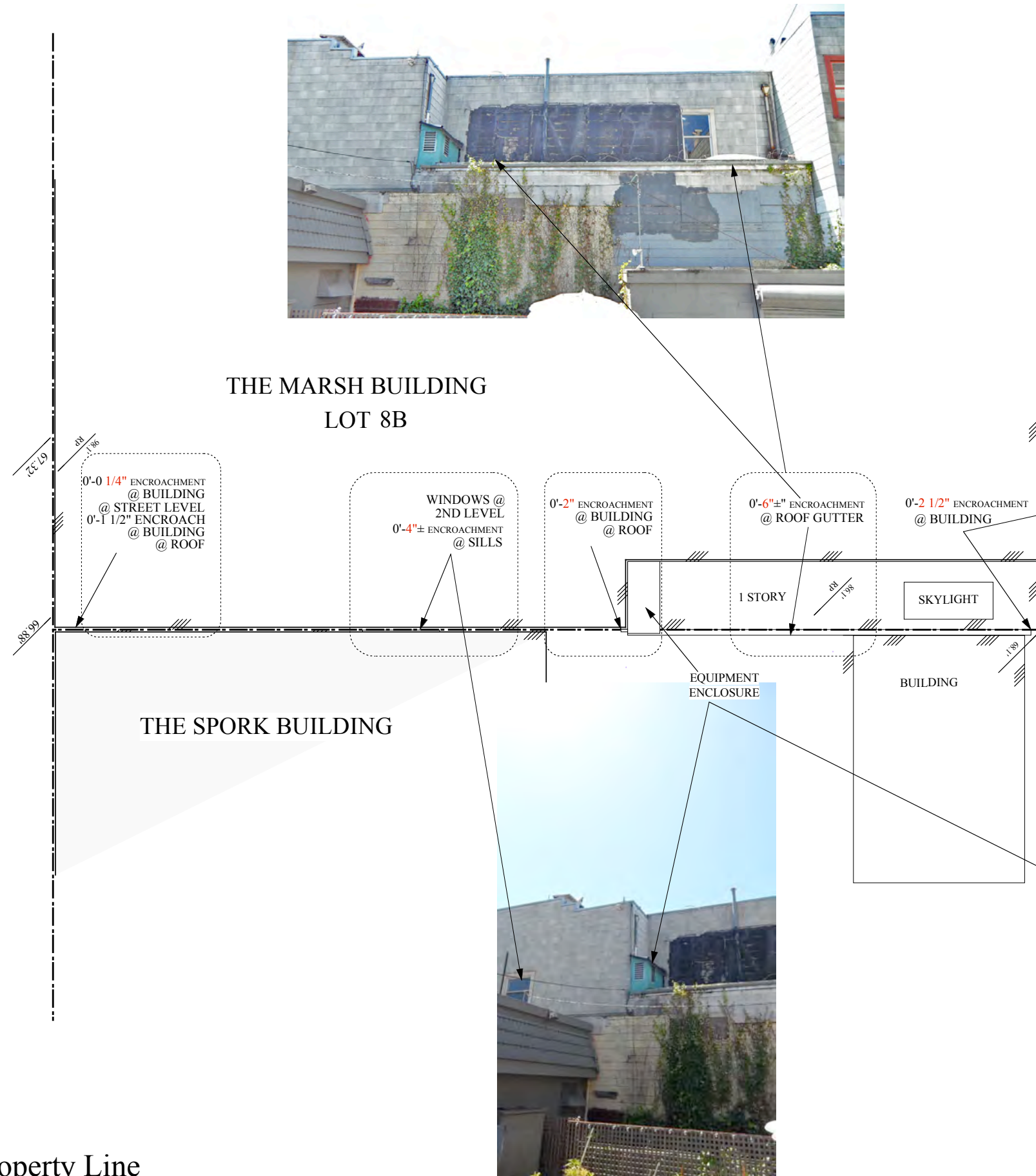
Northside- across Site

Hill Street



Project Site

Southside- Hill Street





View down Hill Street
with new Building in context
(as proposed under 312)



Also considered as an
alternative: Sloped louvers
at top floor windows
(not preferred by Staff)





As DR Requestor sees it



As it is actually Proposed

View down Valencia
looking South
Version under 312
notification



Version B after 312 mailing:
New corner bay &
uniform siding





View from corner
with new Building in context
(as proposed under 312)



View from Hill
with new Building in context
(as proposed under 312)



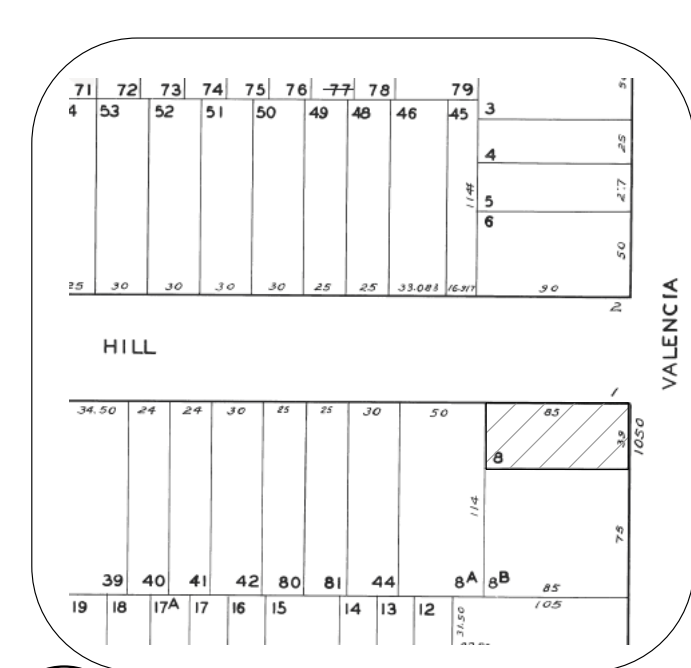
View from corner
with new Version



View from Hill
with new Version



C Partial Hill Street Elevation
A1 Scale: 1/4" = 1'-0"



1 BLOCK 3617 Lot 008
A2 Scale: 1" = 40'

- Materials:**
- Hardi-Board horizontal siding painted
 - Integral color composite panels (non-flammable) horizontally laid
 - Stone Tile, smooth finish
 - Exposed Wood trim and detail at Storefront

APPLICABLE CODES:
 2010 California Building Code,
 2010 Mechanical Code,
 2010 Plumbing Code,
 2010 Electrical Code, and
 2010 San Francisco Building Code

CONSTRUCTION
 TYPE: Type 5
 (Fully Sprinklered)
 Five Stories over Basement
 6 Stories of Occupancy
 Fire Sprinkler under Separate Permit

OCCUPANCY
 CLASSIFICATION:
 R-2 / M

SCOPE OF WORK:
 1) Demolish existing one-story commercial building
 2) Construct new five-story, Type V, mixed use building w/basement consisting of four floors of residential (12 dwelling units) over ground floor + basement commercial spaces

INDEX OF DRAWINGS

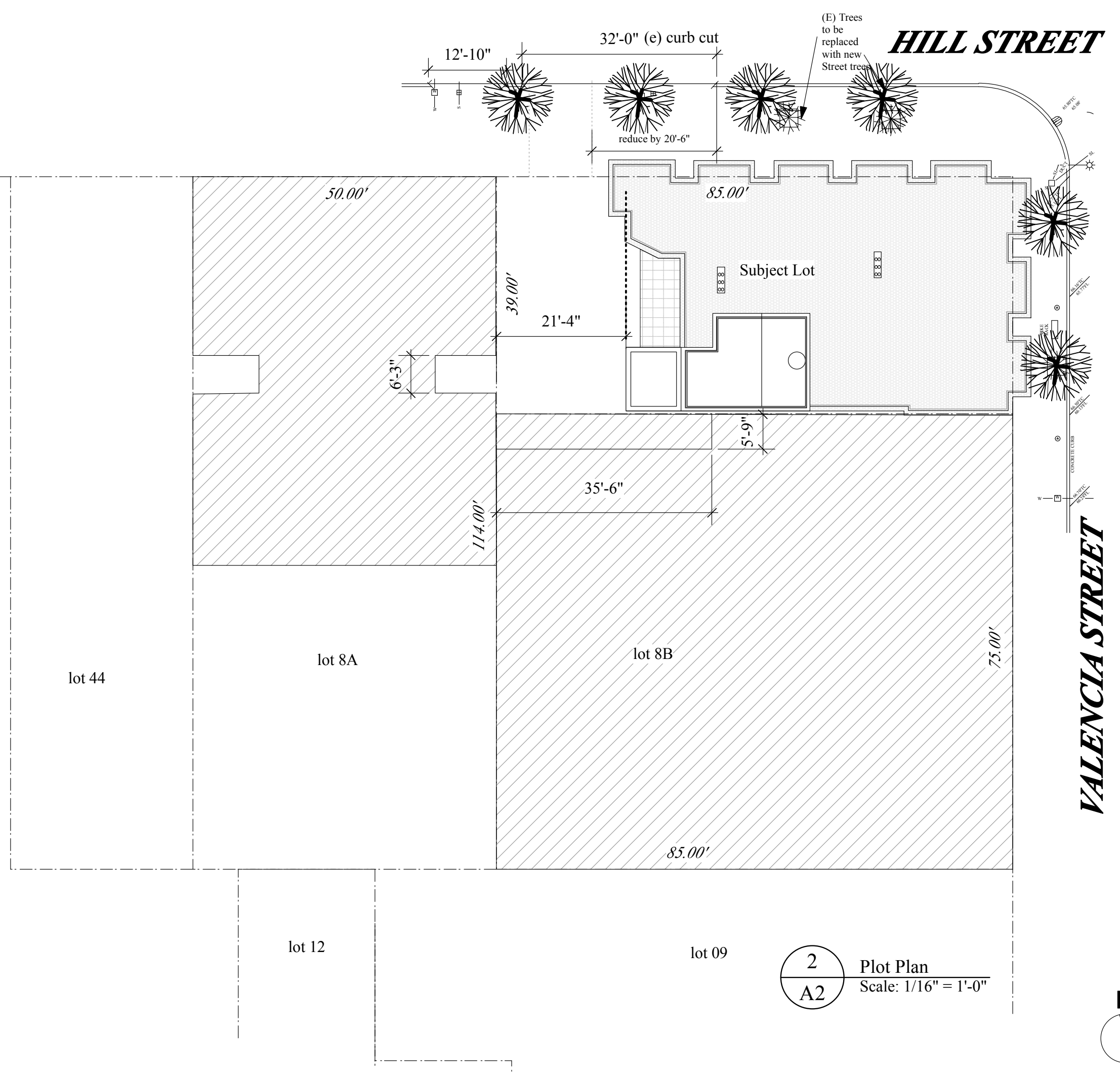
A1	Building Elevations + Site Plan / Plot Plan
GP-1	Greenpoint Schedules and Building Notes
GP-2	Greenpoint Schedules
A2	Building Floor Plans
A3	Building Section, Elevations



A East Elevation from VALENCIA
A1 Scale: 1/8" = 1'-0"

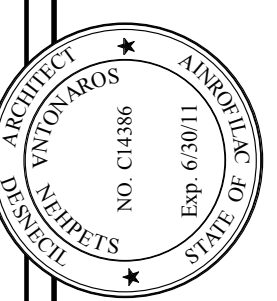


B North Elevation from HILL
A1 Scale: 1/8" = 1'-0"



2 Plot Plan
A2 Scale: 1/16" = 1'-0"

REVISIONS	BY
12-21-2010	
12-15-2011	
04-02-2012	



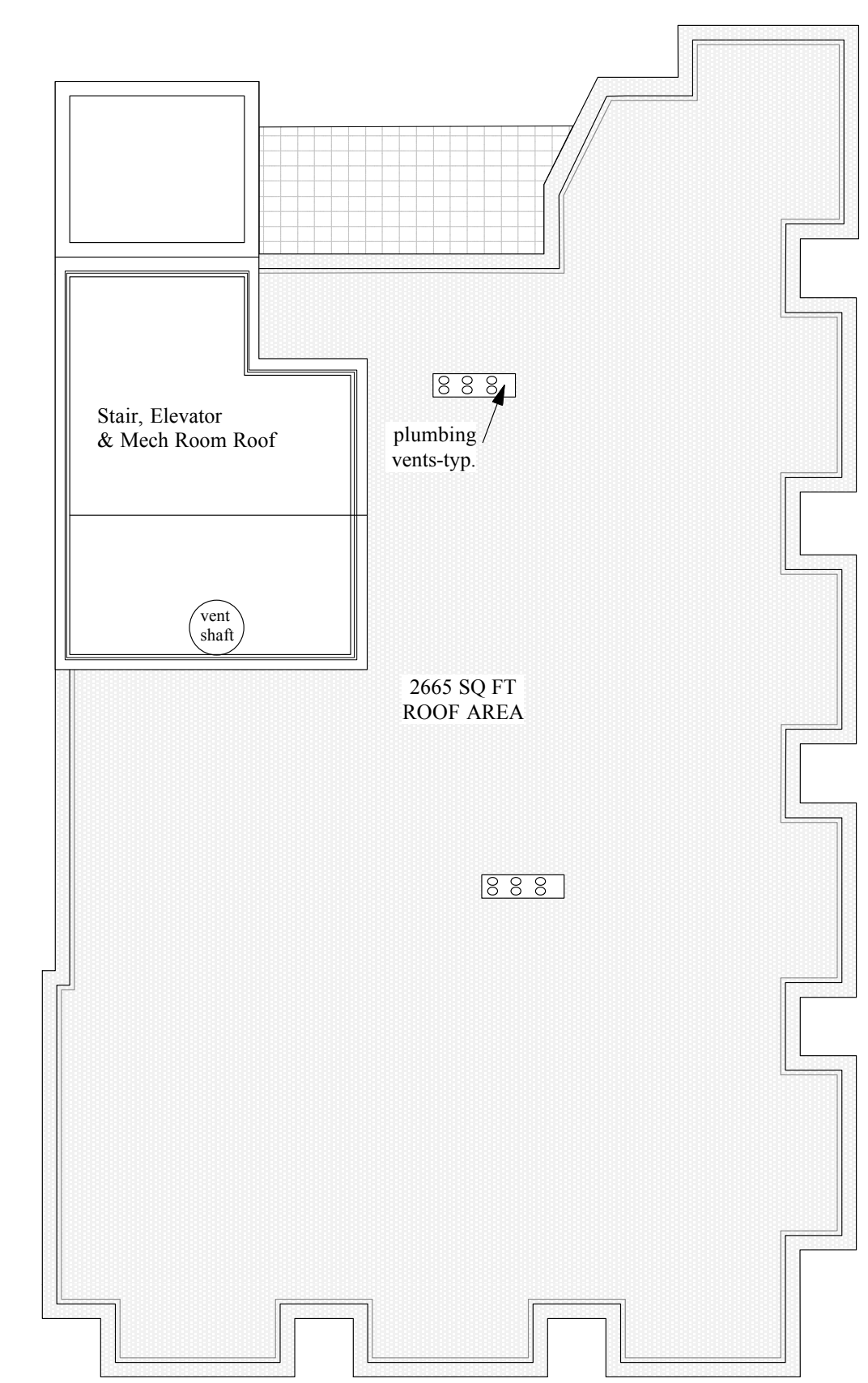
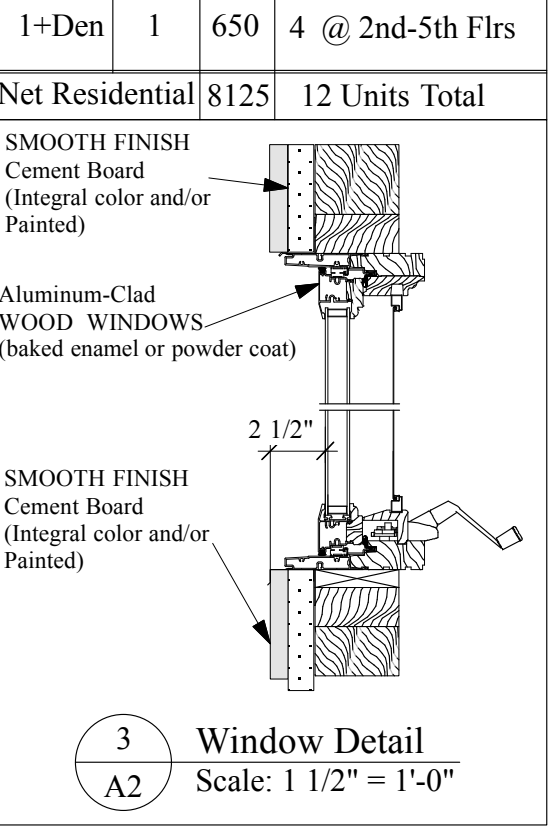
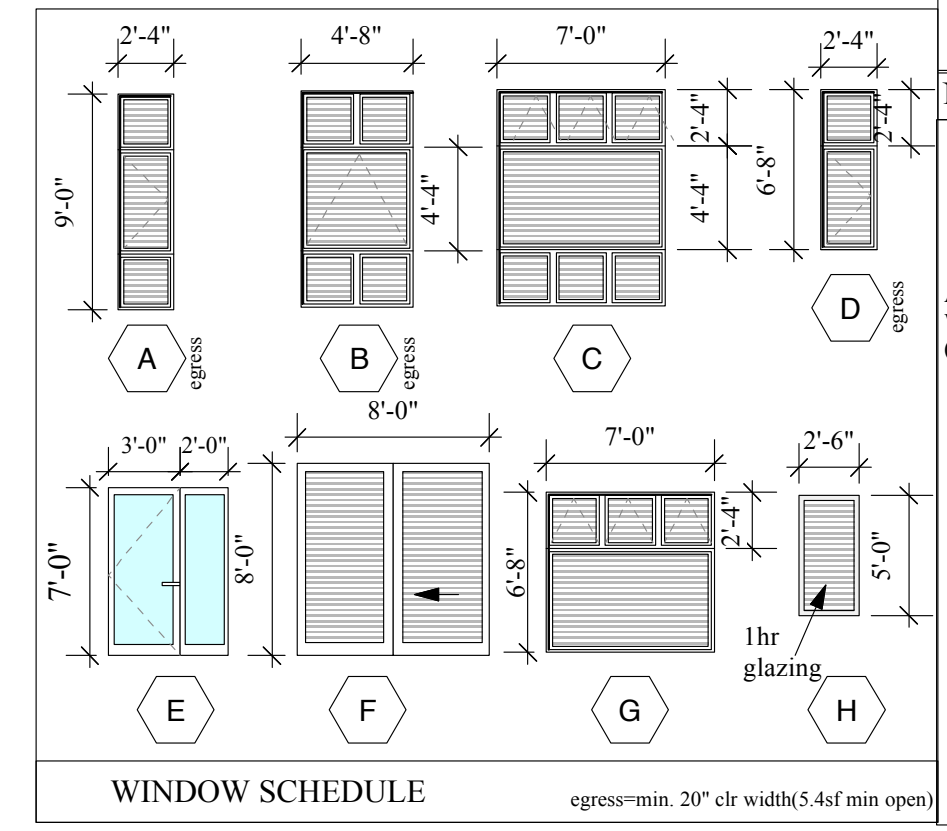
STEPHEN ANTONAROS
ARCHITECT
 2261 Market Street #324
 San Francisco, California 94114
 santonaros@sbcglobal.net (415) 864 2261
 www.antonaros.com

for
 Shizuo Holdings Trust
 (415) 585-2854

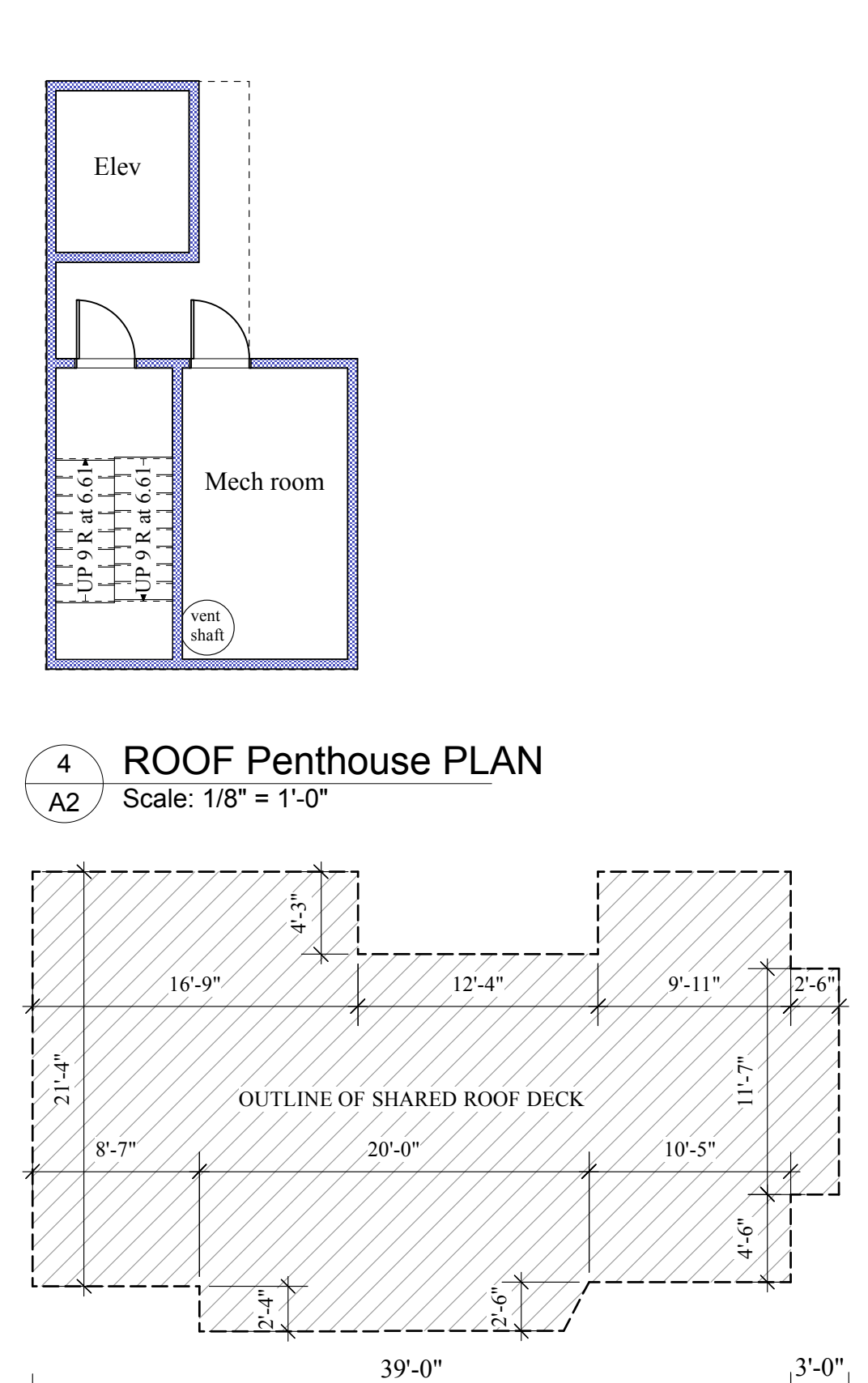
NEW 12-UNIT MIXED USE BUILDING
1050-1058 Valencia Street & #1 Hill Street
 San Francisco, California
 Block 3617 Lot 008

Date (submittal)	4/16/09
Scale	varies
Drawn	SA
Job	
Sheet	A1
Of	Sheet

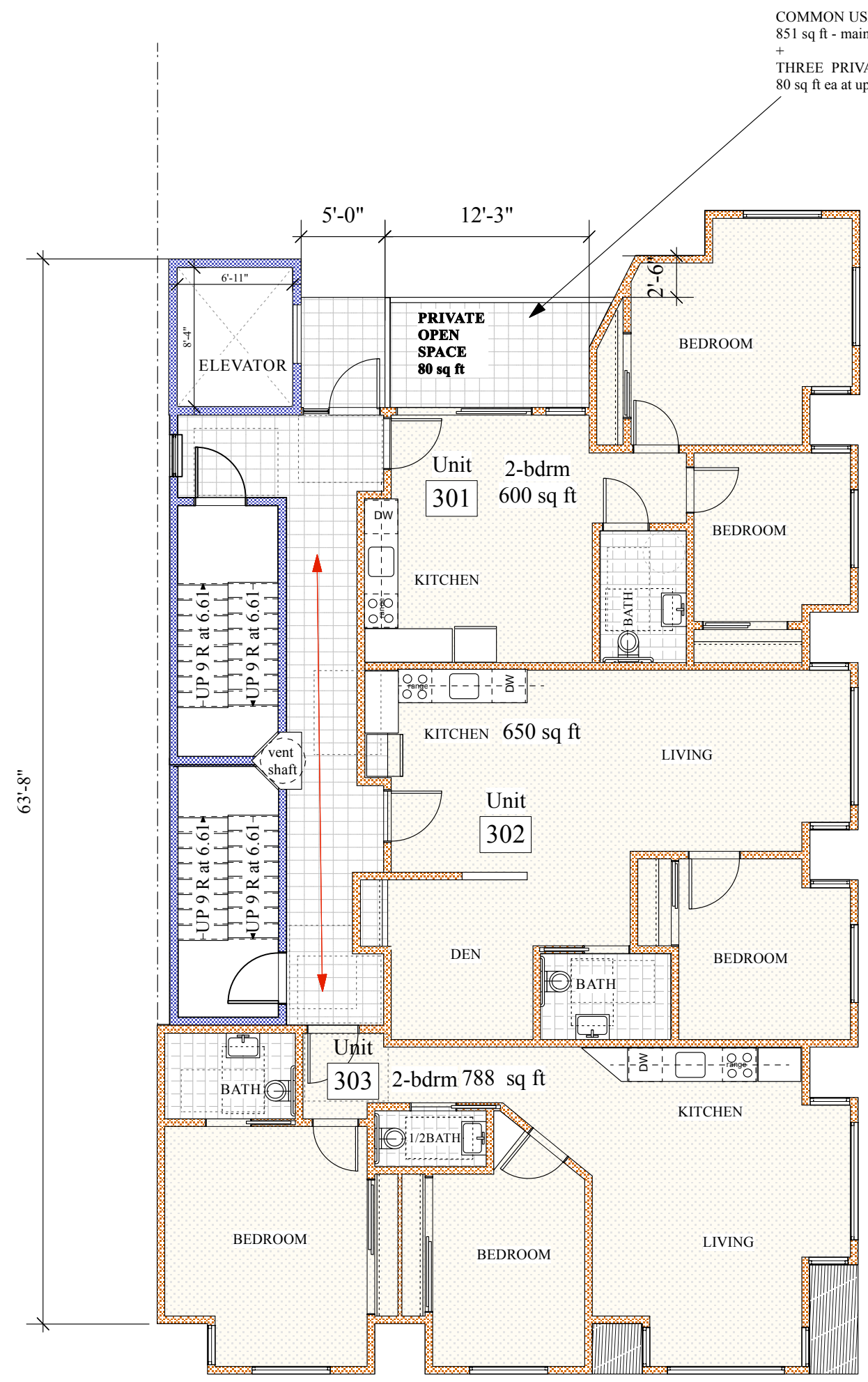
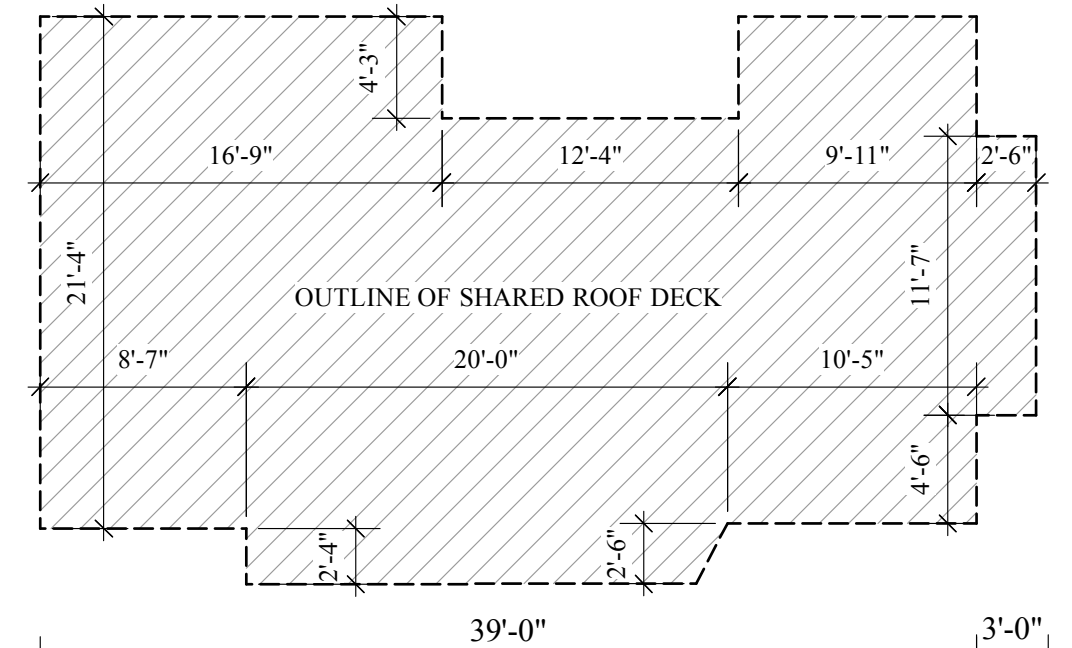
BUILDING DATA:		Common Open Space		Dwelling Unit Mix	
Basement Level - gross	2500 sq ft	(eight units):		#Bedrooms	#Baths
Street Level - gross area	3300 sq ft	(8 @ 106.4sf per unit)	= 851.2 sq ft roof deck	Sq Ft	#Units - Floor
Residential	10,711 sq ft	Private Open Space	(4 @ 80.0 sf per unit)	2	1
Total (gross sq ft)	16,511 sq ft	= total x12 units		573	1 @ 2nd Flr
Basement Retail (net leaseable)	1882 sq ft			2	1
Street Level Retail (net leaseable)	2165 sq ft			600	3 @ 3rd, 4th, 5th Flrs
				2	1.5
				788	4 @ 2nd-5th Flrs
				1+Den	1
				650	4 @ 2nd-5th Flrs
				Net Residential 8125 12 Units Total	
				SMOOTH FINISH	
				Cement Board	
				(Integral color and/or Painted)	
				Aluminum-Clad	
				WOOD WINDOWS	
				(baked enamel or powder coat)	
				SMOOTH FINISH	
				Cement Board	
				(Integral color and/or Painted)	



3 ROOF PLAN
A2 Scale: 1/8" = 1'-0"

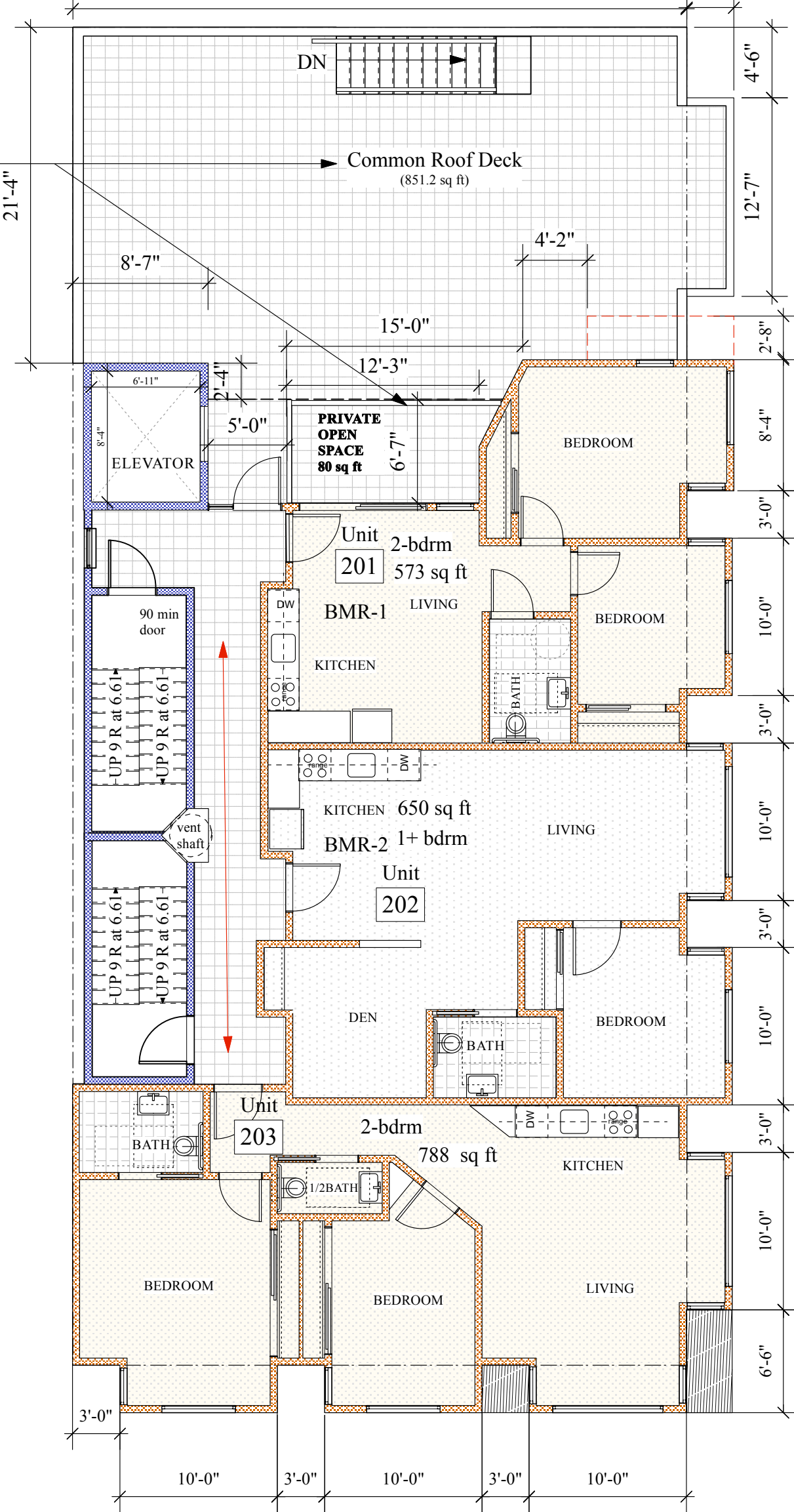


4 ROOF Penthouse PLAN
A2 Scale: 1/8" = 1'-0"

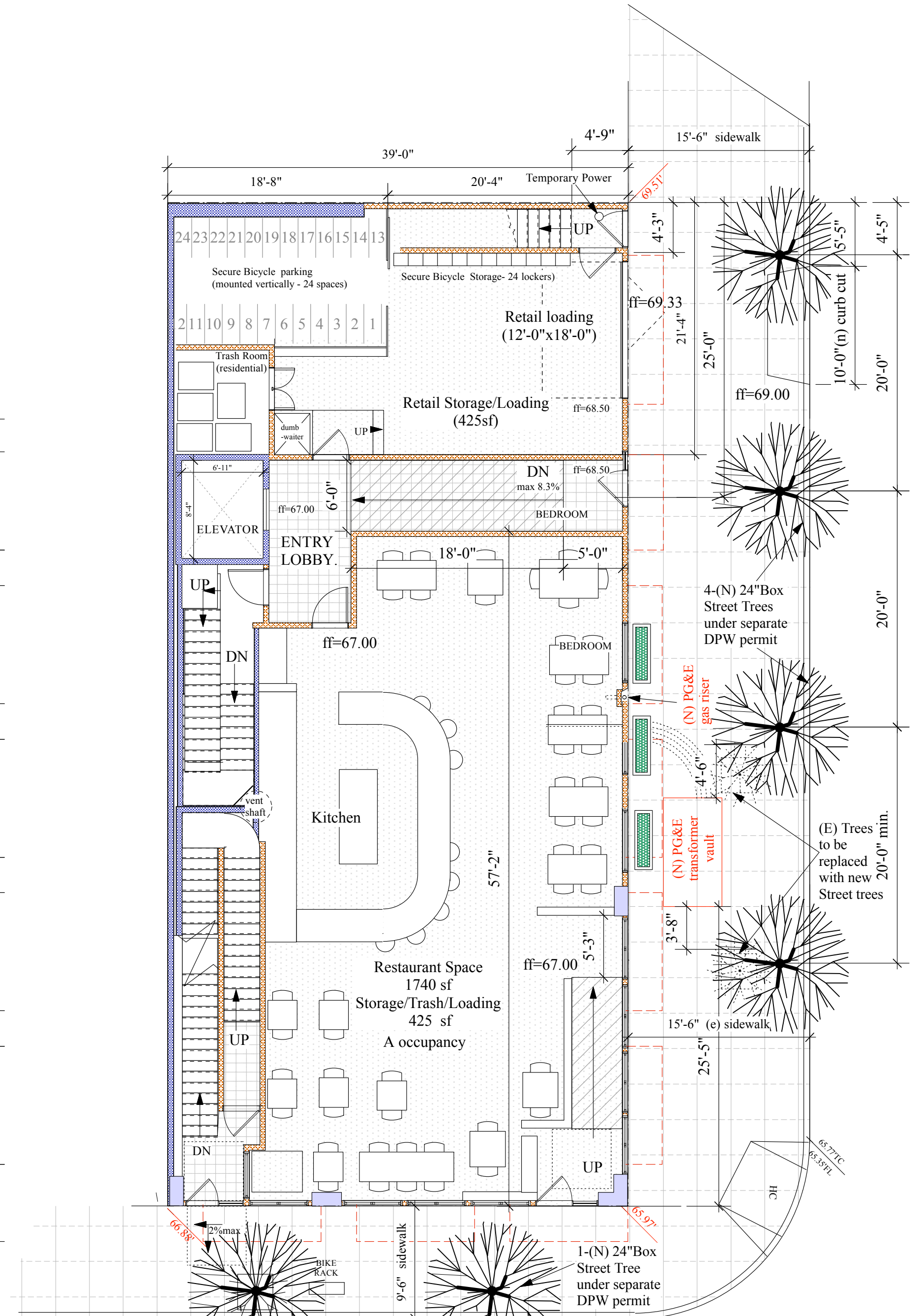


2 TYPICAL FLOOR PLAN
A2 Scale: 1/8" = 1'-0"

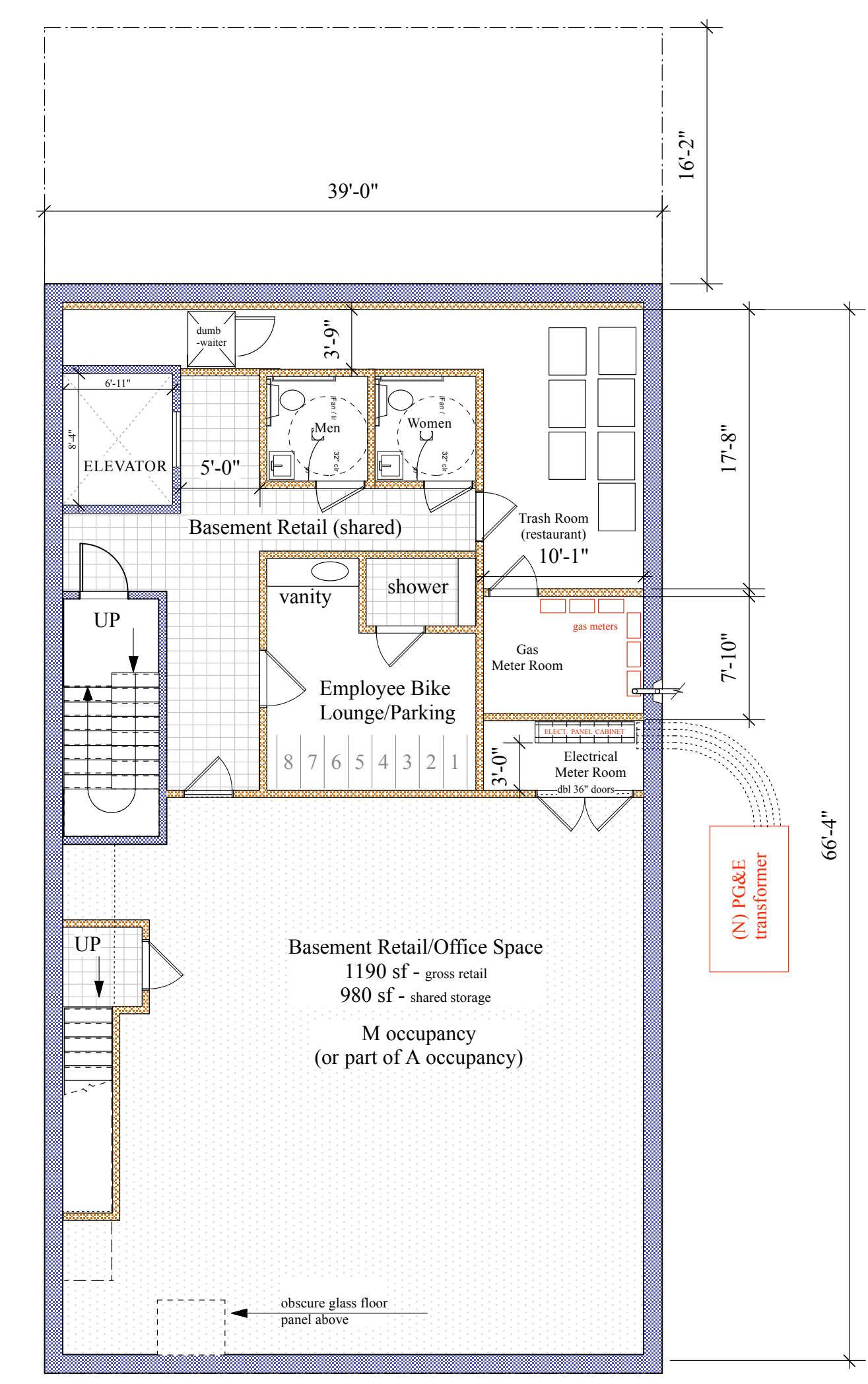
Floors 3,4,5



3 SECOND FLOOR PLAN
A2 Scale: 1/8" = 1'-0"

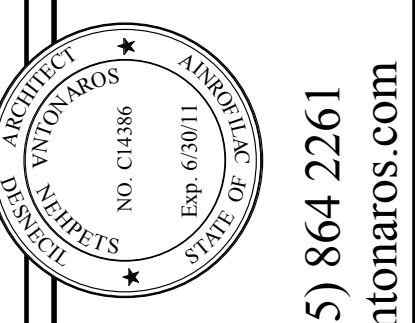


1 GROUND FLOOR PLAN-Site Plan
A2 Scale: 1/8" = 1'-0"



0 BASEMENT PLAN
A2 Scale: 1/8" = 1'-0"

REVISIONS	BY
12-21-2010	
12-15-2011	
03-29-2012	



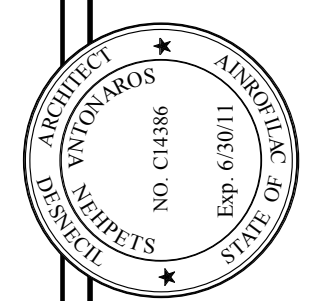
STEPHEN ANTONAROS
ARCHITECT
2261 Market Street #324
San Francisco, California 94114
santonaros@sbcglobal.net (415) 864 2261
www.antonaros.com

for
Shizuo Holdings Trust
(415) 585-2854

NEW 12-UNIT MIXED USE BUILDING
1050-1058 Valencia Street & #1 Hill Street
San Francisco, California
Block 3617 Lot 008

Date (submittal)	4/16/09
Scale	varies
Drawn	SA
Job	
Sheet	A2
Of	Sheet

REVISIONS	BY
12-21-2010	
12-15-2011	
04-02-2012	

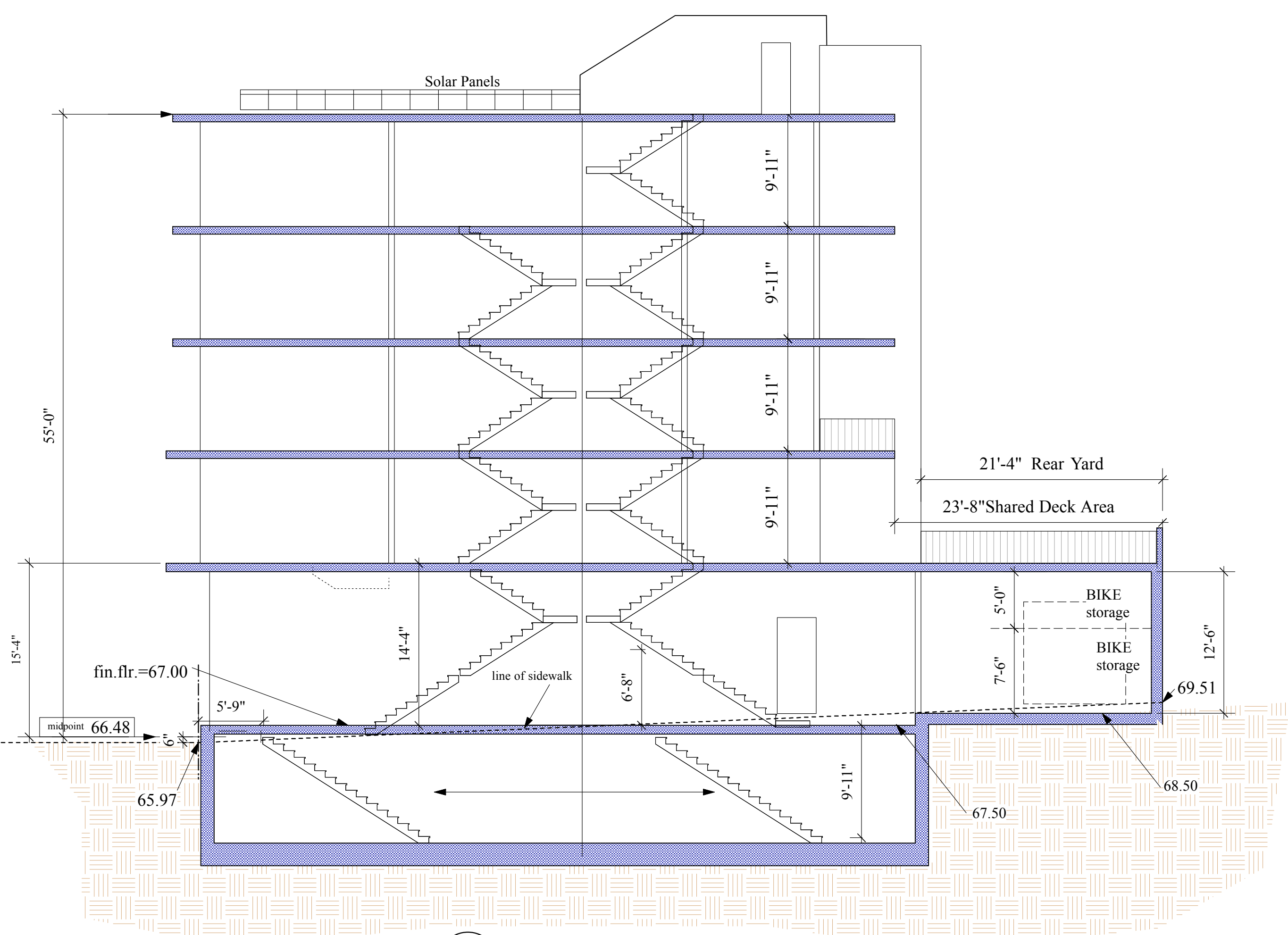


STEPHEN ANTONAROS
ARCHITECT
 2261 Market Street #324
 San Francisco, California 94114
 santonaros@sbcglobe.net (415) 864 2261
 www.antonaros.com

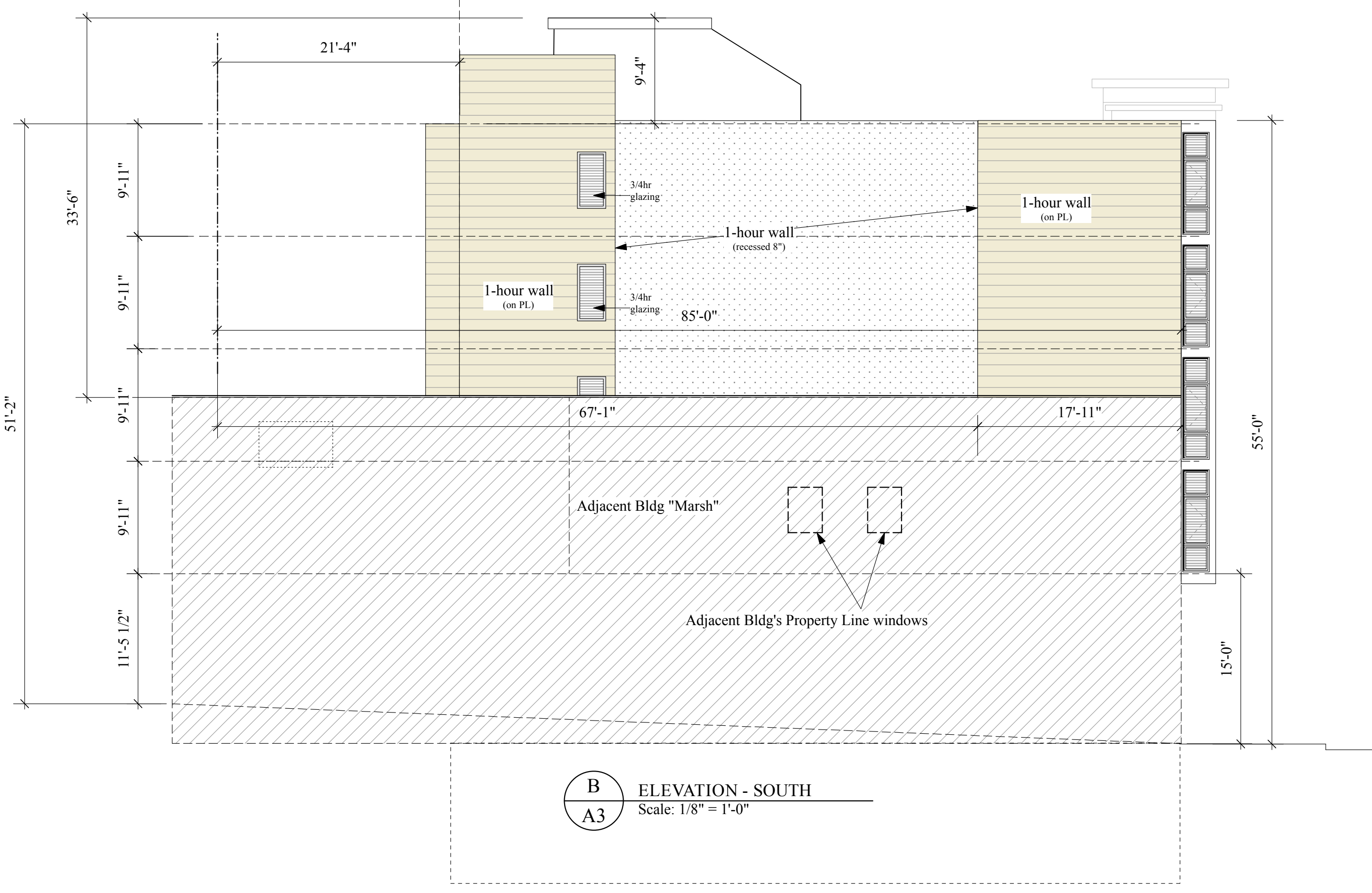
for
 Shizuo Holdings Trust
 (415) 585-2854

NEW 12-UNIT MIXED USE BUILDING
1050-1058 Valencia Street & #1 Hill Street
 Block 3617 Lot 008
 San Francisco, California

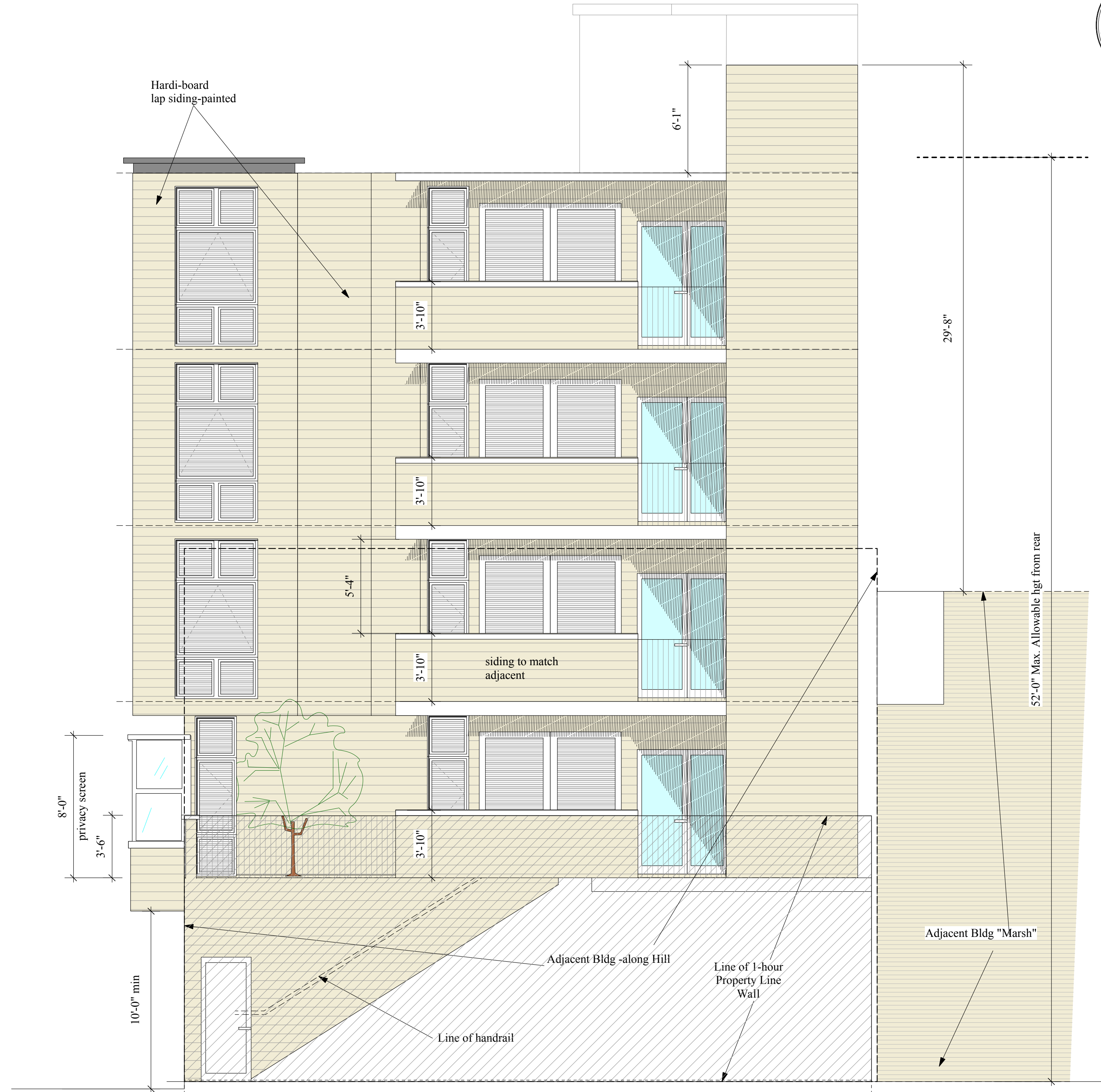
Date (submittal)	4/16/09
Scale	varies
Drawn	SA
Job	
Sheet	
Of	A3
	Sheet



A
A3 BUILDING CROSS SECTION
 Scale: 1/8" = 1'-0"



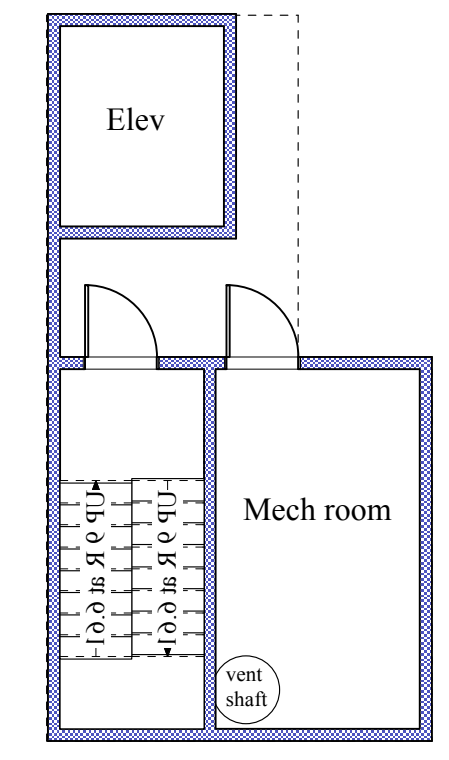
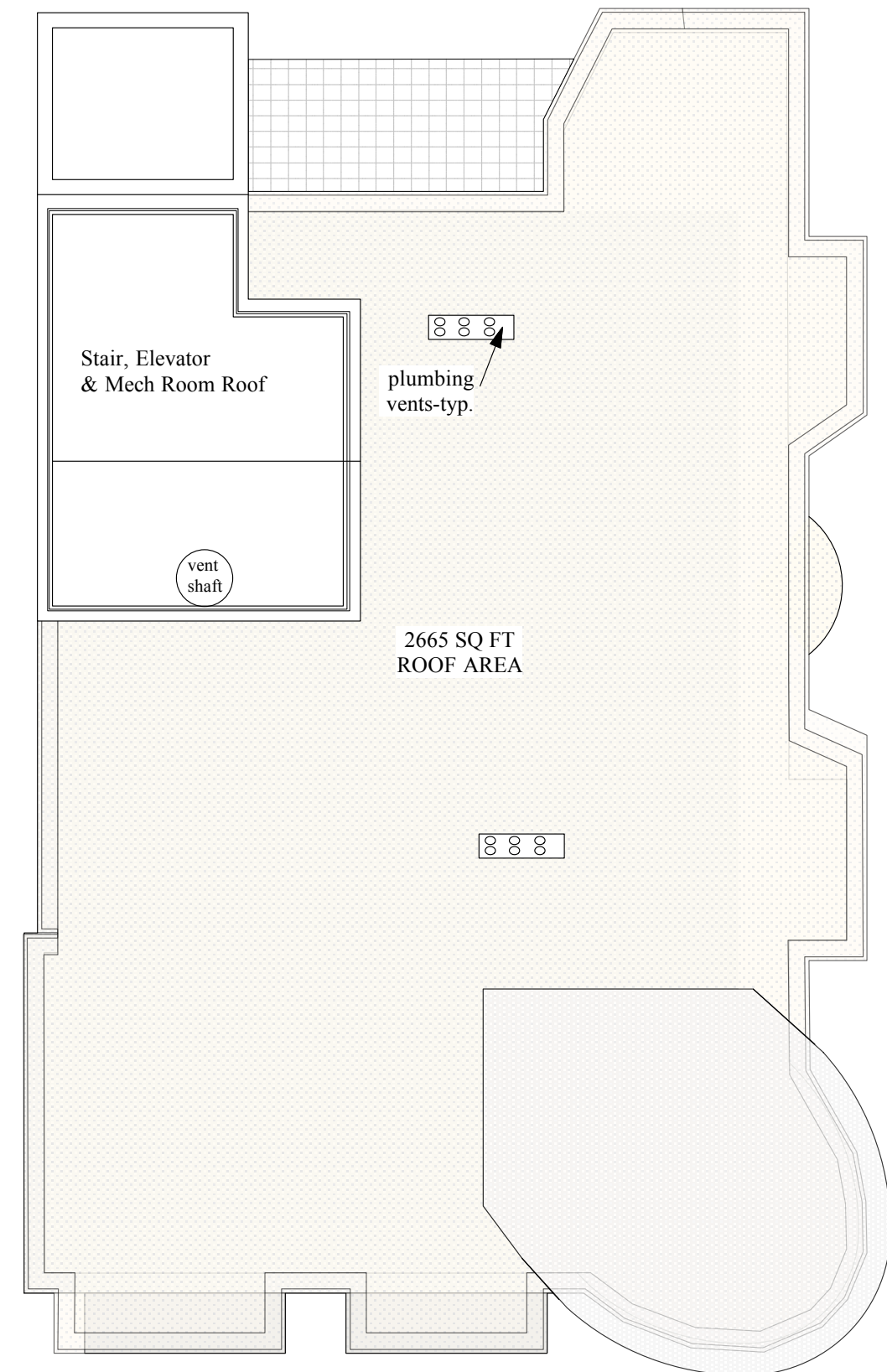
B
A3 ELEVATION - SOUTH
 Scale: 1/8" = 1'-0"



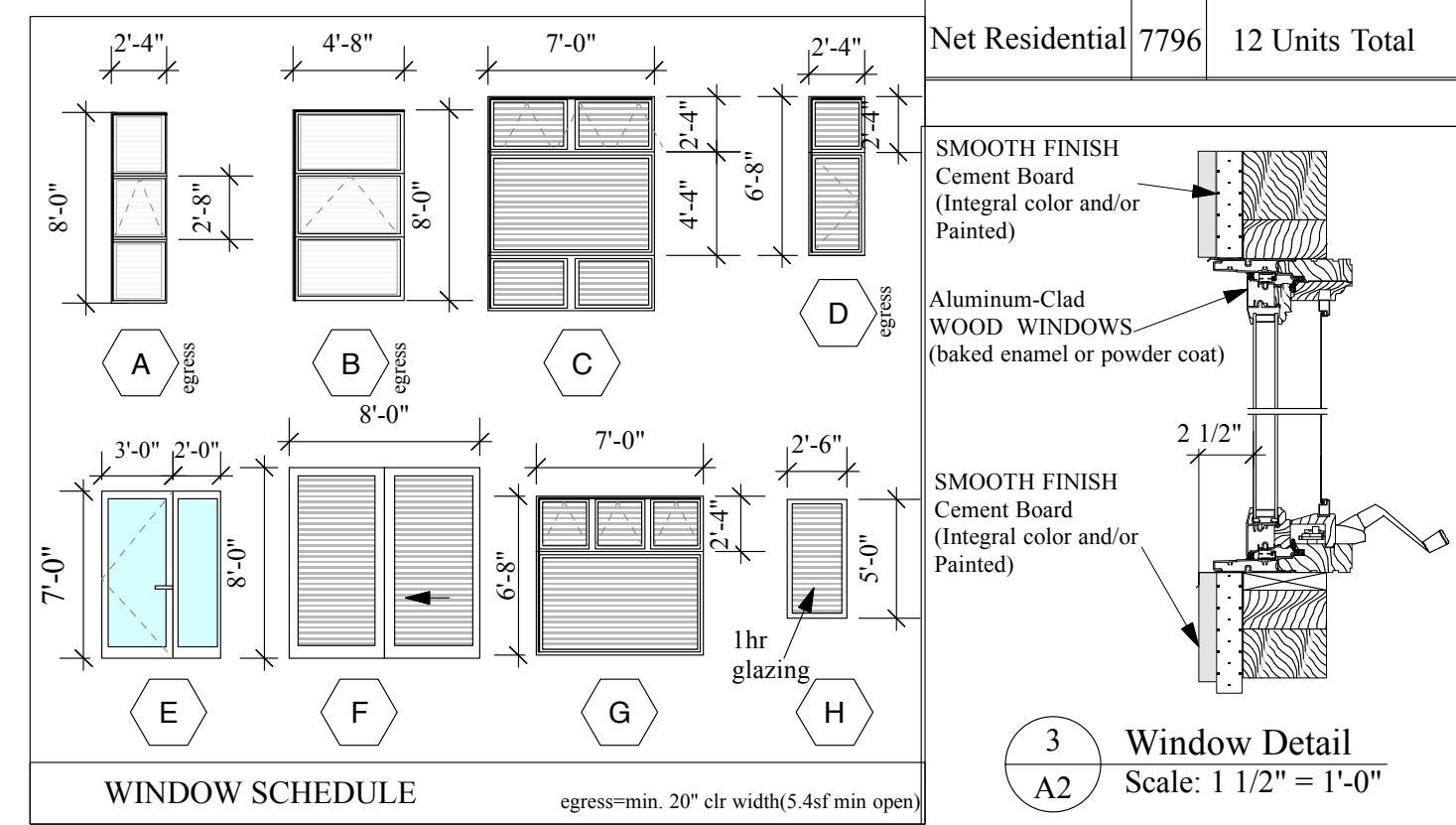
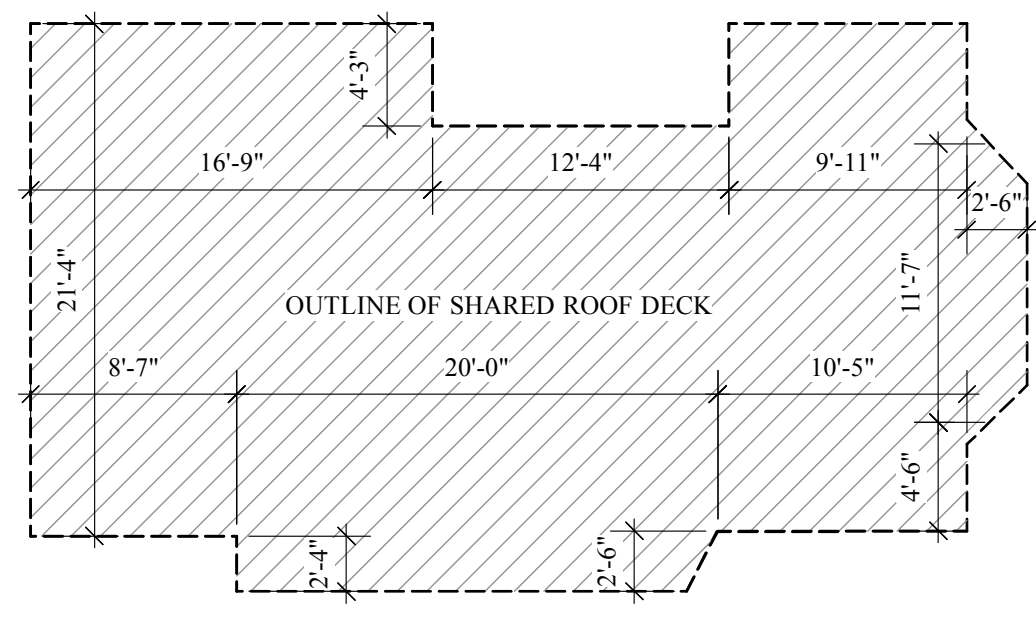
C
A3 ELEVATION - EAST
 Scale: 1/4" = 1'-0"

New Version as proposed

BUILDING DATA:		Common Open Space		Dwelling Unit Mix	
Basement Level - gross	2500 sq ft	(eight units):		#Bedrooms	#Baths - Sq Ftg - #units - Floor
Street Level - gross area	3300 sq ft	(8 @ 106.4sf per unit)		2	1 548 4 @ 2nd-5th Flrs
Residential	10,382 sq ft	= 851.2 sq ft roof deck		2	1.5 767 4 @ 2nd-5th Flrs
Total (gross sq ftg)	16,182 sq ft	Private Open Space			
		(4 @ 80.0 sf per unit)			
		= total x12 units			
Basement Retail (net leaseable)	1882 sq ft			1+Den	1 630 4 @ 2nd-5th Flrs
Street Level Retail (net leaseable)	2165 sq ft				
			Net Residential	7796	12 Units Total

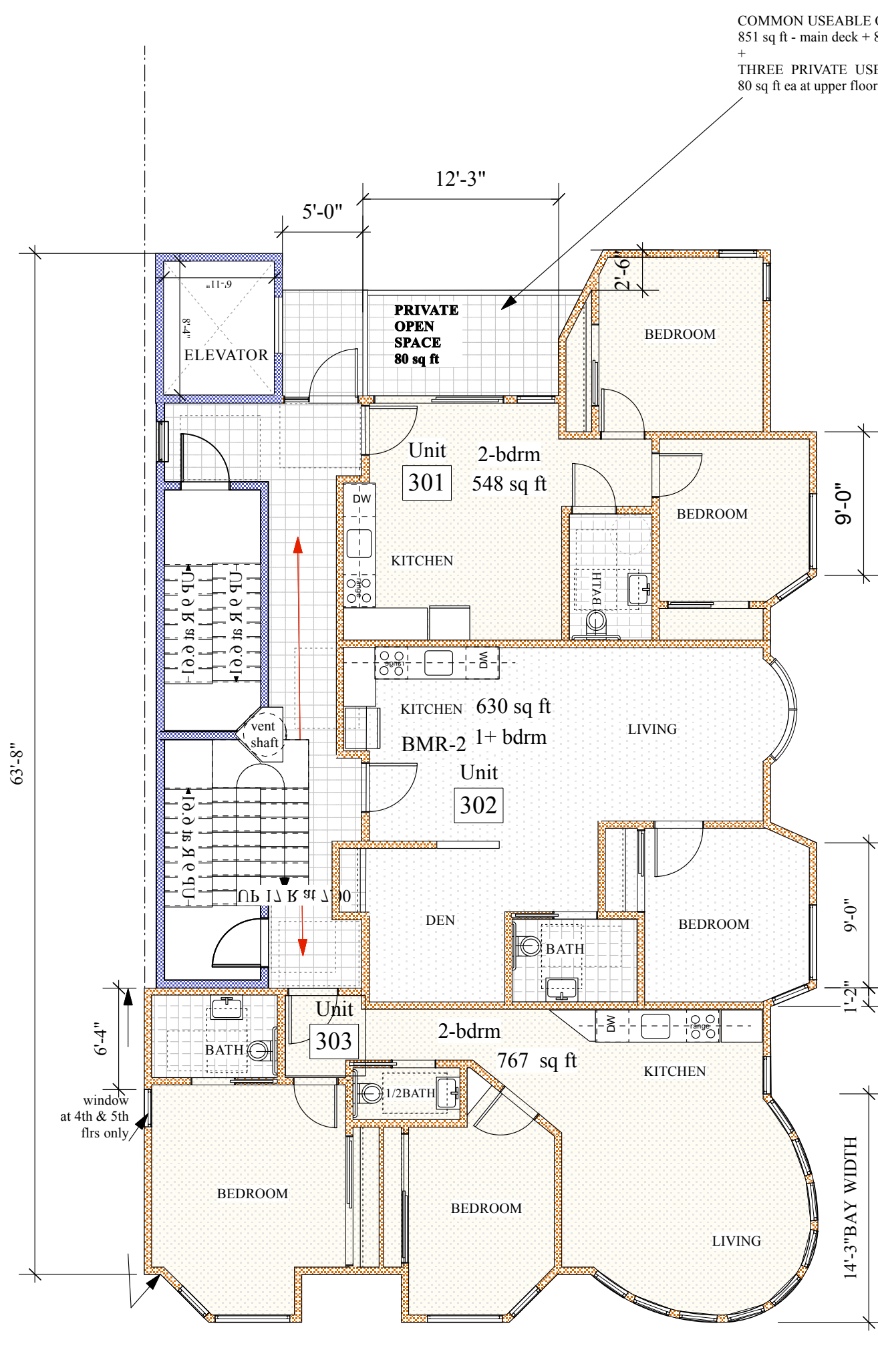


4 ROOF Penthouse PLAN
Scale: 1/8" = 1'-0"



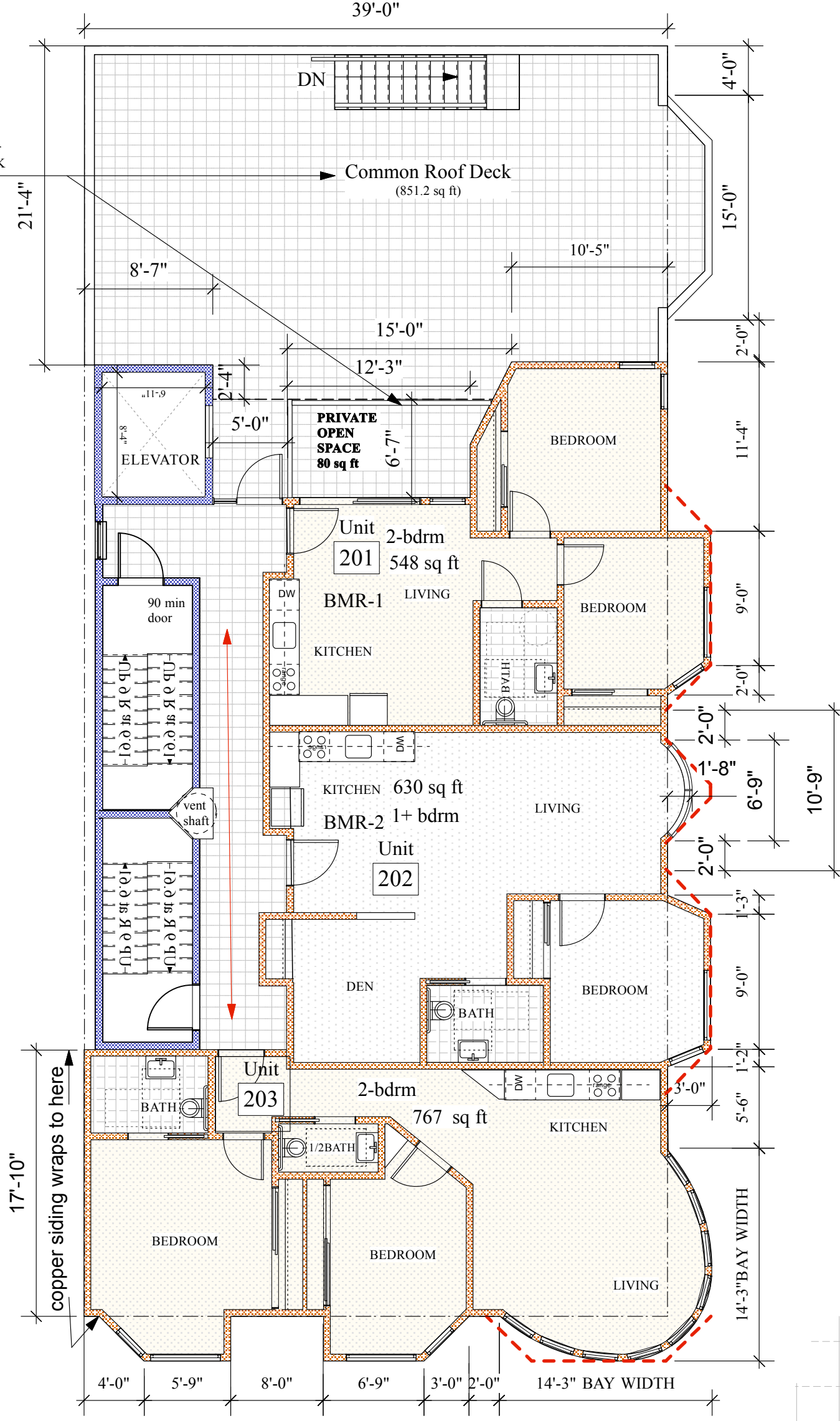
3 Window Detail
Scale: 1 1/2" = 1'-0"

3 ROOF PLAN
Scale: 1/8" = 1'-0"

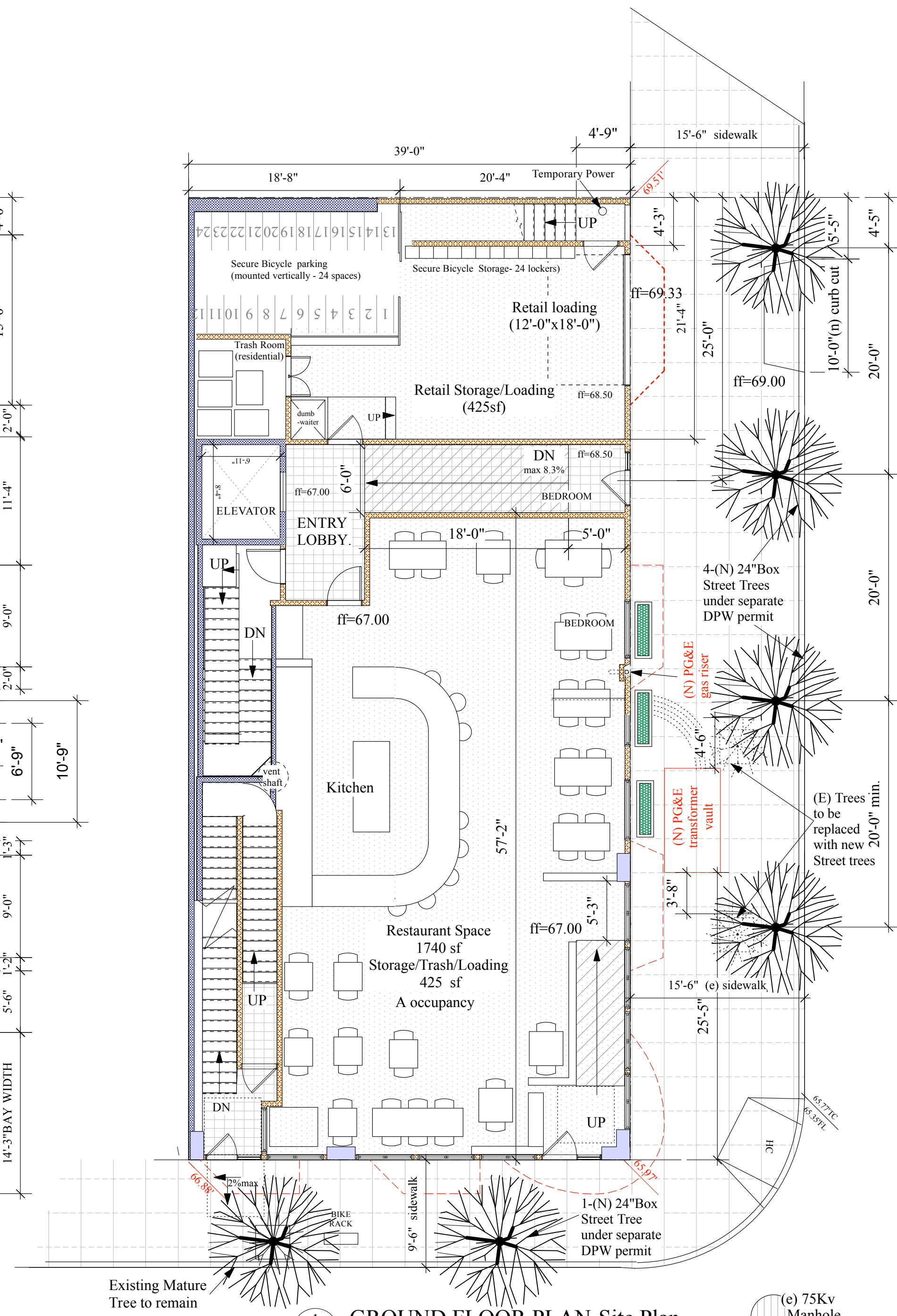


2 TYPICAL FLOOR PLAN
Scale: 1/8" = 1'-0"

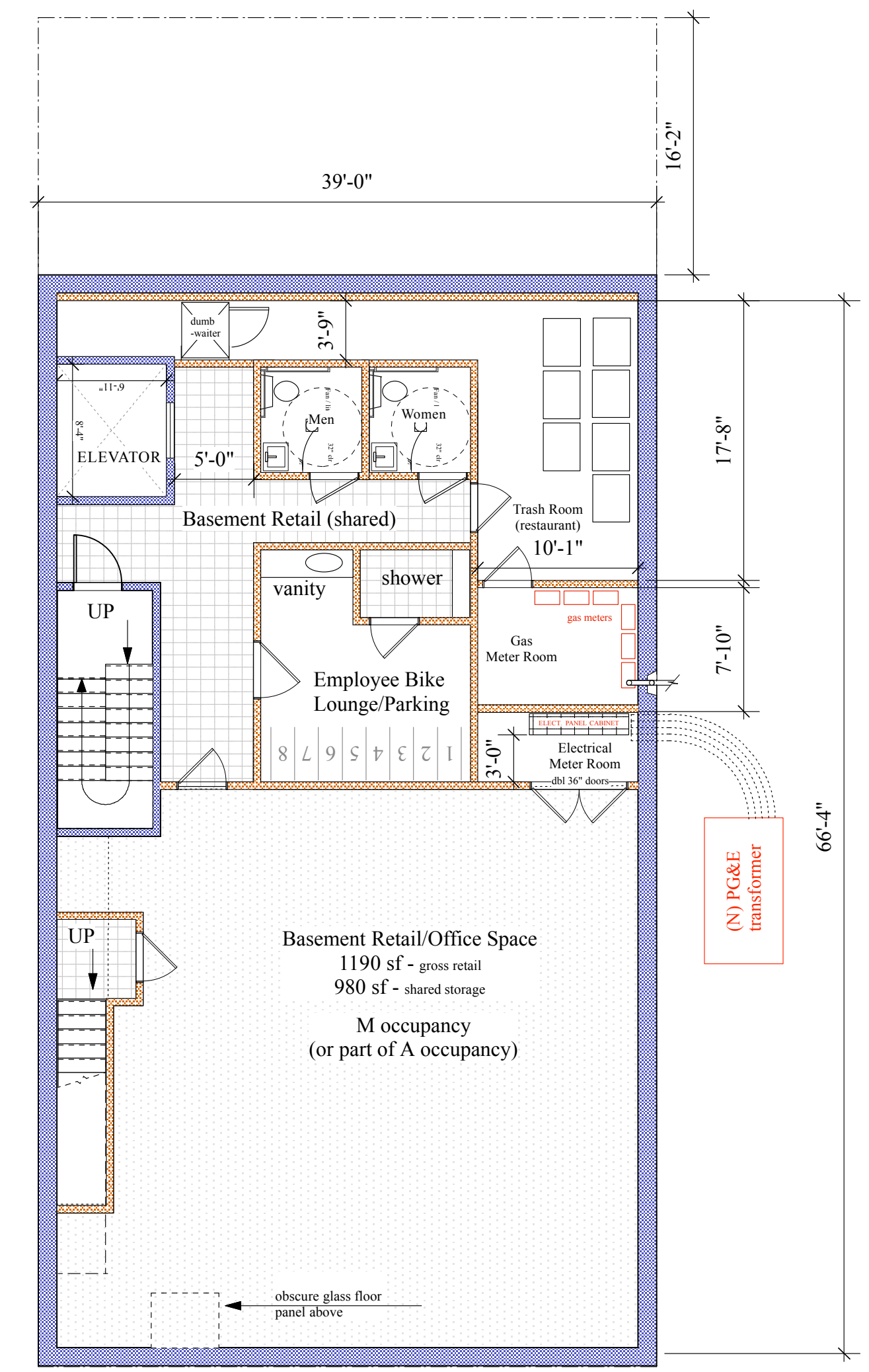
Floors 3,4,5



3 SECOND FLOOR PLAN
Scale: 1/8" = 1'-0"

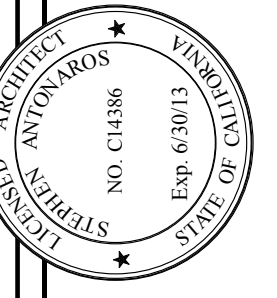


1 GROUND FLOOR PLAN - Site Plan
Scale: 1/8" = 1'-0"



0 BASEMENT PLAN
Scale: 1/8" = 1'-0"

REVISIONS	BY
12-21-2010	
12-15-2011	
04-02-2012	
07-06-2012	
08-21-2012	



STEPHEN ANTONAROS
ARCHITECT
2261 Market Street #324
San Francisco, California 94114
santonaros@sbcglobal.net
(415) 864 2261
www.antonaros.com

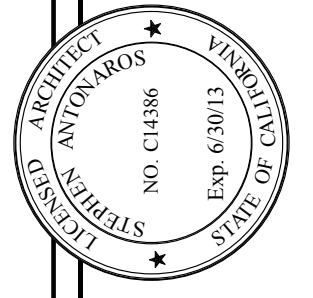
for
Shizuo Holdings Trust
(415) 585-2854

NEW 12-UNIT MIXED USE BUILDING
1050-1058 Valencia Street & #1 Hill Street
San Francisco, California
Block 3617 Lot 008

Date (submittal)	4/16/09
Scale	varies
Drawn	SA
Job	
Sheet	A2
Of	Sheet

REVISIONS	BY
12-21-2010	
12-15-2011	
04-02-2012	
07-06-2012	
08-21-2012	

New Version as proposed

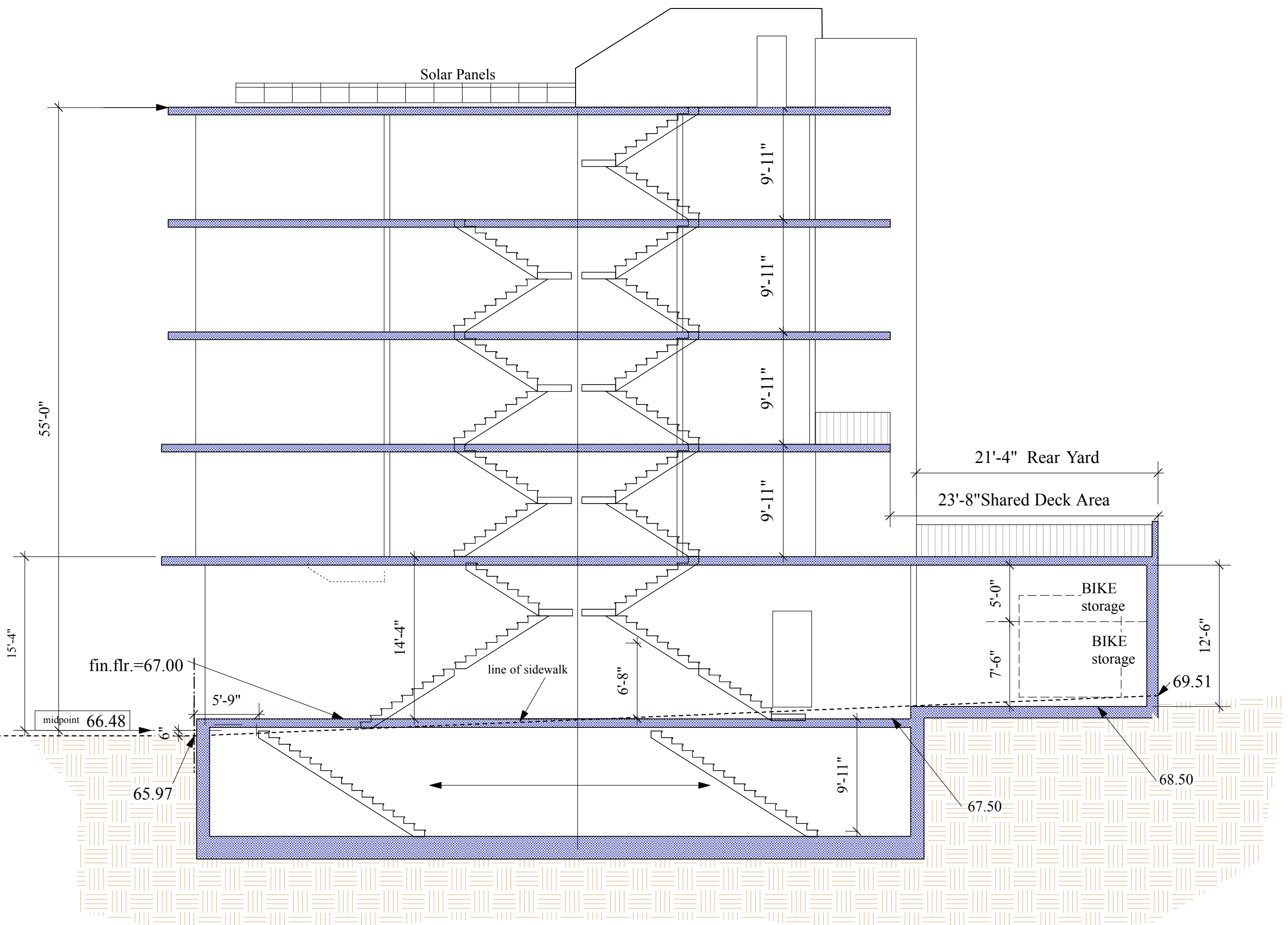


STEPHEN ANTONAROS ARCHITECT
 2261 Market Street #324
 San Francisco, California 94114
 santonaros@sbcglobal.net (415) 864 2261
 www.antonaros.com

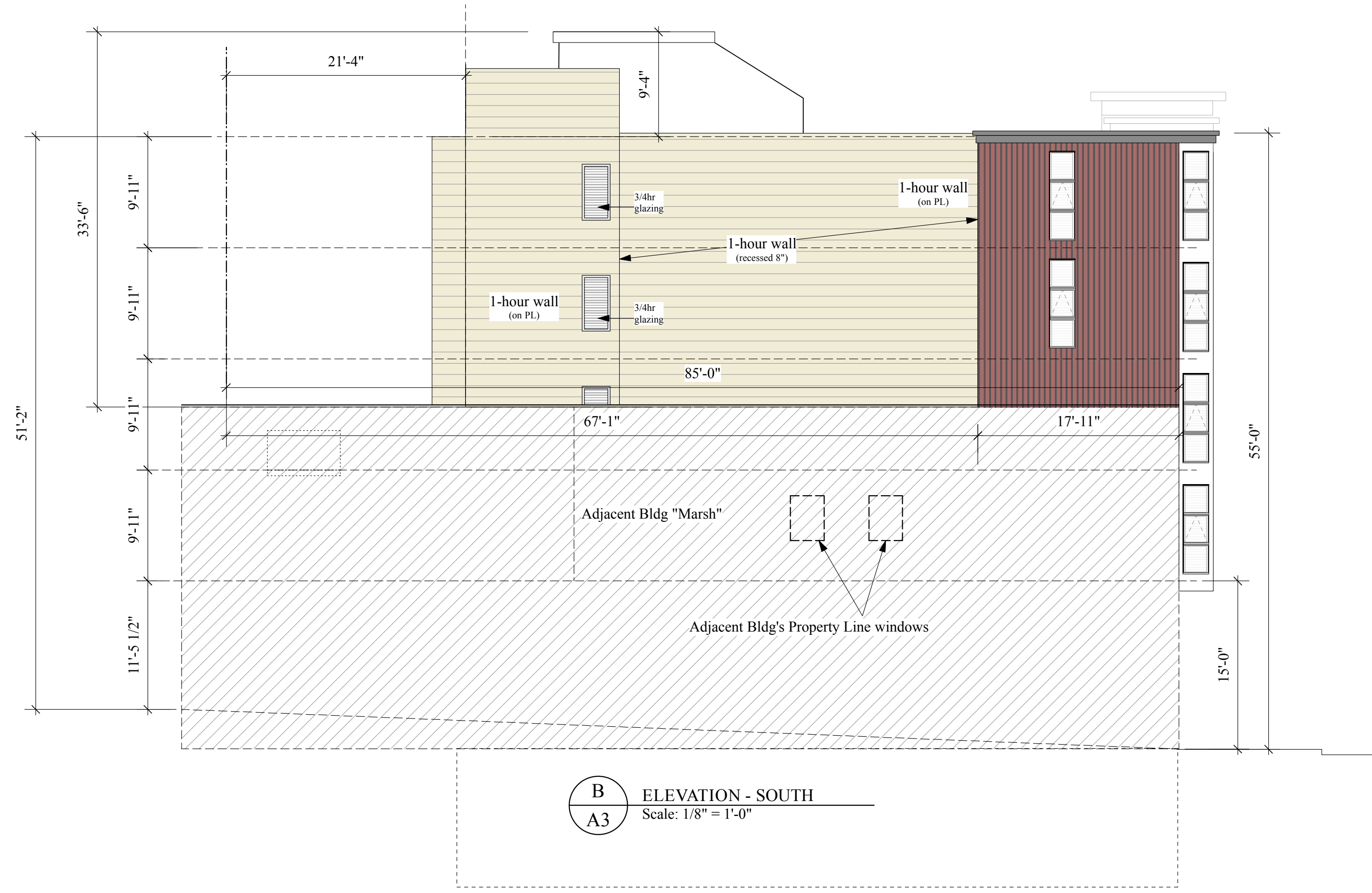
for
 Shizuo Holdings Trust
 (415) 585-2854

NEW 12-UNIT MIXED USE BUILDING
1050-1058 Valencia Street & #1 Hill Street
 Block 3617 Lot 008
 San Francisco, California

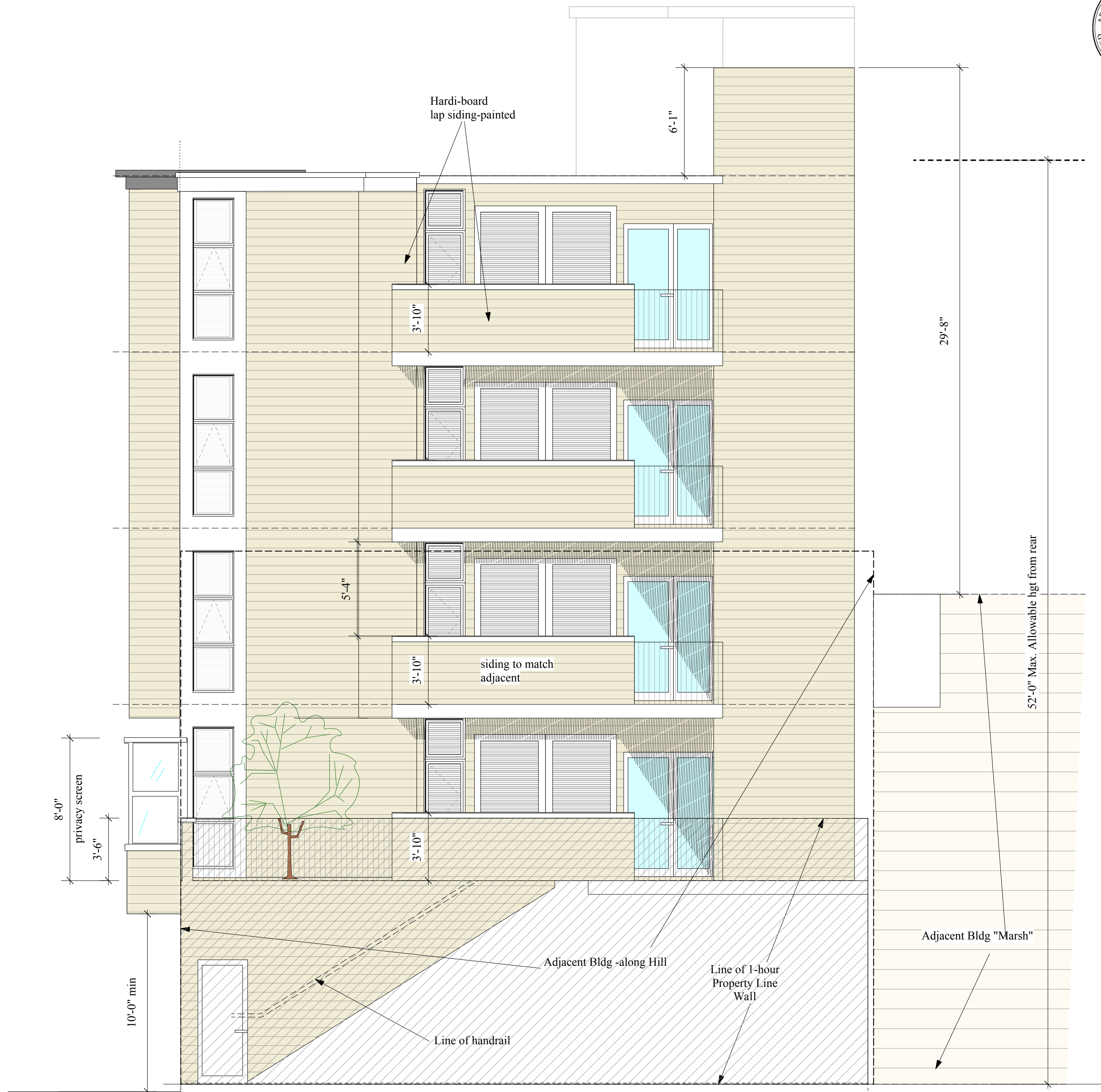
Date(submittal) 4/16/09
 Scale varies
 Drawn SA
 Job
 Sheet
 Of **A3** Sheet



A
A3 BUILDING CROSS SECTION
 Scale: 1/8" = 1'-0"



B
A3 ELEVATION - SOUTH
 Scale: 1/8" = 1'-0"



C
A3 ELEVATION - EAST
 Scale: 1/4" = 1'-0"



12.0723D 1050-1058 Valencia + 1 Hill Street
New Version Revised as of August 28, 2012



SAN FRANCISCO PLANNING DEPARTMENT

Revisions from Preliminary Mitigated Negative Declaration shown by Double Underlining and ~~Strikethrough~~

Mitigated Negative Declaration (Amended September 23, 2010)

Date of PMND: February 10, 2010
Case No.: **2007.1457E**
Project Title: **1050 Valencia Street**
Zoning: Valencia Street Neighborhood Commercial Transit District
 (Valencia Street NCT)
 55-X Height and Bulk District
 Mission Alcoholic Beverage Special Use Subdistrict
Block/Lot: 3617/008
Lot Size: 3,315 square feet
Project Sponsor: Shizuo Holdings Trust
Contact: Mark Rutherford – (415) 368-7818
Lead Agency: San Francisco Planning Department
Staff Contact: Jeremy Battis – (415) 575-9022
Jeremy.Battis@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project involves the demolition of an existing 1,670-square foot (sq ft), 23-foot-high, one-story commercial building constructed in 1970, in use as a full-service restaurant, and construction of a new 17,000-sq ft, 55-foot-high, five-story, mixed-use building containing 16 dwelling units over a 3,500 sq ft ground-floor and basement level full-service restaurant. ~~The existing building has one off street parking/loading space, accessed from Hill Street, which would not change.~~ No parking or loading spaces would be provided. The project site is within the block bounded by Valencia Street to the east, 21st Street to the north, Guerrero Street to the west, and 22nd Street to the south at the southwest corner of Valencia and Hill Street, a midblock street in the Mission District neighborhood.

The proposed project would require a rear yard modification by the Zoning Administrator to eliminate the rear yard requirement.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant environmental effects (incorporated within the relevant subsections of **Section E**, Evaluation of Environmental Effects).

cc: Mark Rutherford, Project Sponsor
Bevan Dufty, Supervisor, District 8
Distribution List

Bulletin Board
Master Decision File

TABLE OF CONTENTS

	<u>Page</u>
A. Project Description	1
B. Project Setting.....	12
C. Compatibility with Existing Zoning and Plans.....	13
D. Summary of Environmental Effects	19
E. Evaluation of Environmental Effects.....	19
1. Land Use and Land Use Planning.....	20
2. Aesthetics	23
3. Population and Housing.....	28
4. Cultural Resources.....	30
5. Transportation and Circulation	33
6. Noise.....	38
7. Air Quality	43
8. Wind and Shadow	61
9. Recreation and Public Space.....	63
10. Utilities and Service Systems.....	64
11. Public Services.....	67
12. Biological Resources	69
13. Geology, Soils and Seismicity	71
14. Hydrology and Water Quality	74
15. Hazards and Hazardous Materials.....	78
16. Mineral and Energy Resources	88
17. Agriculture Resources.....	89
18. Mandatory Findings of Significance	90
F. Neighborhood Notice.....	90
G. Determination.....	91
H. List of Preparers	92

List of Figures

1. Project Location.....	2
2. Existing Site Plan.....	4
3. Photos of Existing Building	5
4. Proposed Building Footprint within the Context of Surrounding Lots	7
5. Project Floor Plans	8
6. Project Elevations	9
7. Views of the Project Site.....	24
<u>8. Liberty-Hill Historic District</u>	<u>31c</u>
<u>9. Photos of Historic District.....</u>	<u>31g</u>

List of Tables

1. Project Characteristics	6
----------------------------------	---

LIST OF ACRONYMS

5-Yr WWCIP	5-Year Wastewater Capital Improvement Program
AB 32	Assembly Bill 32: California Global Warming Solutions Act of 2006
BAAQMD	Bay Area Air Quality Management District
bgs	Below Ground Surface
CARB	California Air Resources Board
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
CO ₂ E	Carbon Dioxide Equivalents
Corps	U.S. Army Corps of Engineers
dBA	A-weighted Decibel(s)
DBI	Department of Building Inspection
DPH	San Francisco Department of Public Health
DPW	Department of Public Works
ERO	Environmental Review Officer
ESA	Environmental Science Associate
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
GHGs	Greenhouse Gases
HEPA	High Efficiency Particulate Air Filter
HUD	Department of Housing and Urban Development
ISCOTT	Interdepartmental Staff Committee on Traffic and Transportation
LEED®	Leadership in Energy and Environmental Design
LOS	Level of Service
LUFT	Leaking Underground Fuel Tank
MEA	Major Environmental Analysis
MRZ-4	Mineral Resource Zone 4
MSL	Mean Sea Level
NCD	Neighborhood Commercial District
NCT	Neighborhood Commercial Transit District

NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NO _x	Nitrous Oxide
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PM	Particulate Matter
PV	Solar Photovoltaic
ROG	Reactive Organic Gases
SFFD	San Francisco Fire Department
SFHA	Special Flood Hazard Area
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SMP	Site Mitigation Plan
SO _x	Sulfur Oxides
SUD	Special Use District
TACs	Toxic Air Contaminants
UST	Underground Storage Tank

INITIAL STUDY

Case No. 2007.1457E – 1050 Valencia Street Project

A. PROJECT DESCRIPTION

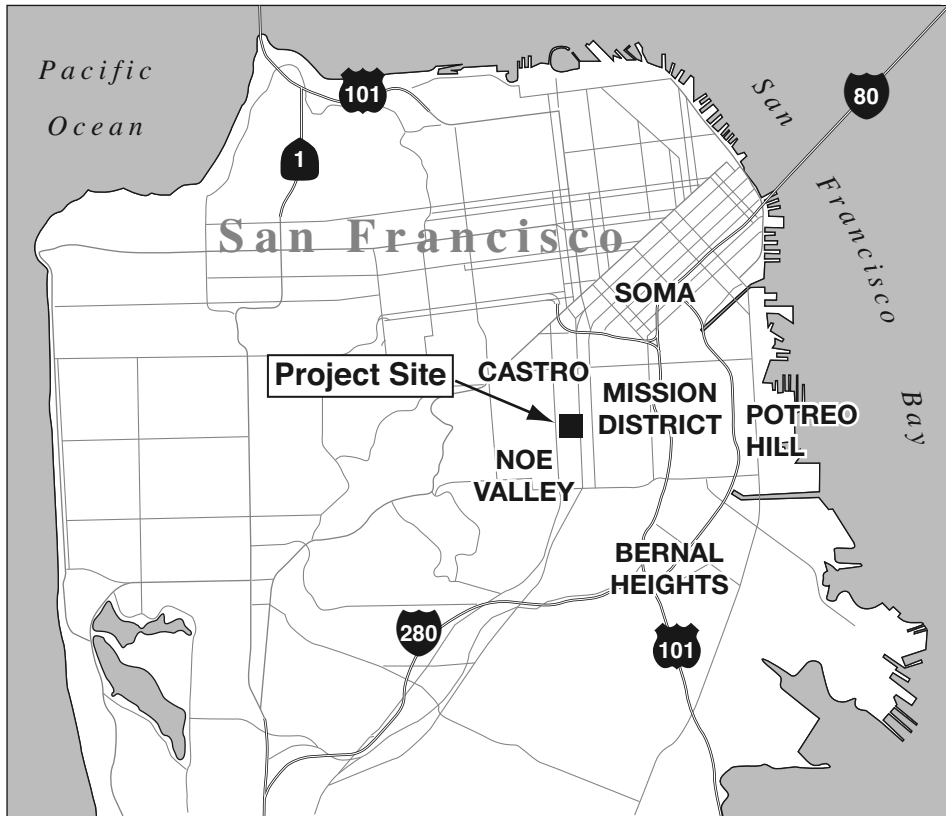
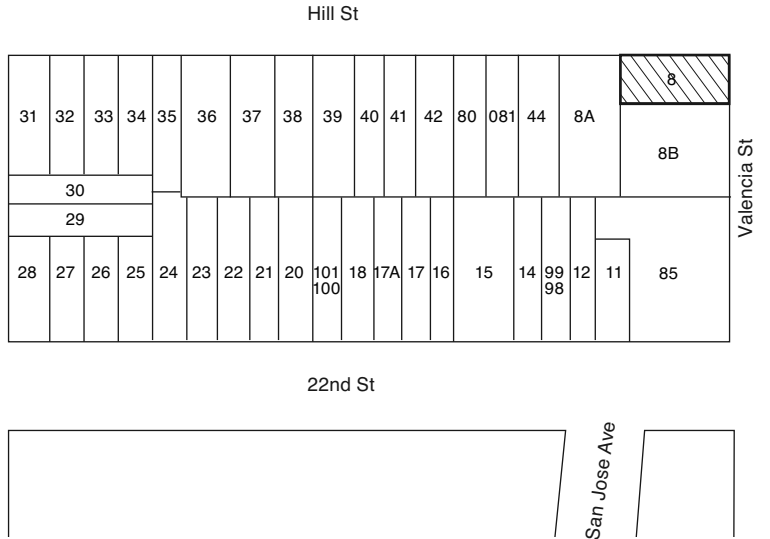
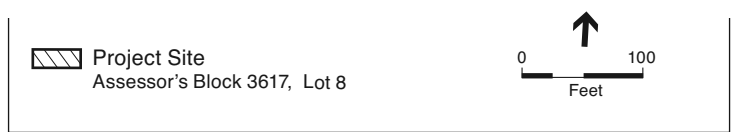
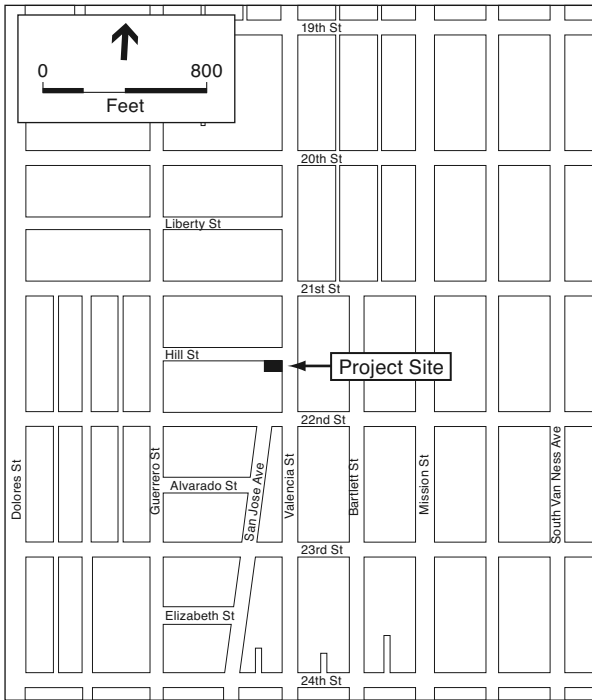
Summary

The 3,315-square-foot project site (Assessors Block 3617, Lot 008) is located at 1050 Valencia Street, in San Francisco's Mission District neighborhood. The proposed project would demolish an existing one-story commercial building at the southwest corner of the intersection of Valencia and Hill Streets and construct a five-story mixed-use building in its place, consisting of an approximately 3,500-square-foot retail space (intended for restaurant uses) on the ground floor and part of the basement and 16 dwelling units above. In addition to retail and residential uses, the project would also include approximately ~~1,460~~ 1,350 square feet of common open space for residents and ~~640~~ 680 additional square feet of open space in the form of private residential decks. ~~One commercial loading space, accessible from Hill Street, would also be provided.~~ No parking or loading spaces would be provided as part of the project. The proposed mixed-use structure would be five stories tall, reaching a height of approximately 55 feet above grade to the roofline (along Valencia Street), with an additional 9 feet to the top of the rooftop features (exempt from the height limits for this zoning district).

The project site is currently occupied by a 1,670-square-foot, one-story, approximately 12-foot-tall building and one off-street parking/loading space. The building was constructed in 1970 and is of a contemporary commercial architectural style, consisting of a shingled roof, concrete block construction, and aluminum frame commercial windows.

Project Location

The approximately 3,315-square-foot project site (Assessor's Block 3617, Lot 008) is at the southwest corner of Valencia Street and Hill Street in San Francisco, on a block bounded by 21st Street to the north, Valencia Street to the east, Guerrero Street to the west, and 22nd Street to the south (see **Figure 1**). According to the project sponsor, the existing full-service restaurant "Spork" moved into the building in mid-2006, prior to which a Kentucky Fried Chicken franchise existed on the property. Adjacent to the existing building, one mature street tree is located along the Valencia Street frontage, with two additional trees along the Hill Street frontage.



SOURCE: ESA; San Francisco Planning Department

1050 Valencia Street . 209044

Figure 1
Project Location

The project site is located within the Valencia Street Neighborhood Commercial Transit District (Valencia Street NCT) (formerly the Valencia Street Neighborhood Commercial District, or NCD), a new zoning designation that became effective January 2009 with adoption of the Eastern Neighborhoods Area Plan. The Valencia Street NCT is situated approximately along Valencia Street between 14th and Cesar Chavez Streets, extending to Dolores Street and including a portion of 16th Street. It is designated to provide a mix of convenience goods to the residents of the Mission District and Dolores Heights neighborhoods as well as a variety of durable goods (such as wholesale home furnishings and appliances) to wider areas of the city. Consistent with the zoning objectives of the district, the land uses, lots, and buildings sizes within the Valencia Street NCT are also mixed, and include commercial, retail and entertainment establishments, among others. The Valencia Street NCT controls are designed to permit moderate-scale buildings and uses and to preserve rear yards above the ground story and at stories having residential use. The Valencia NCT controls encourage neighborhood-serving commercial uses on the ground level and residential uses above.¹ The project site is also located within the Mission Alcoholic Beverage Special Use District (SUD) and the 55-X Height and Bulk District (55-foot maximum height, no bulk limits).

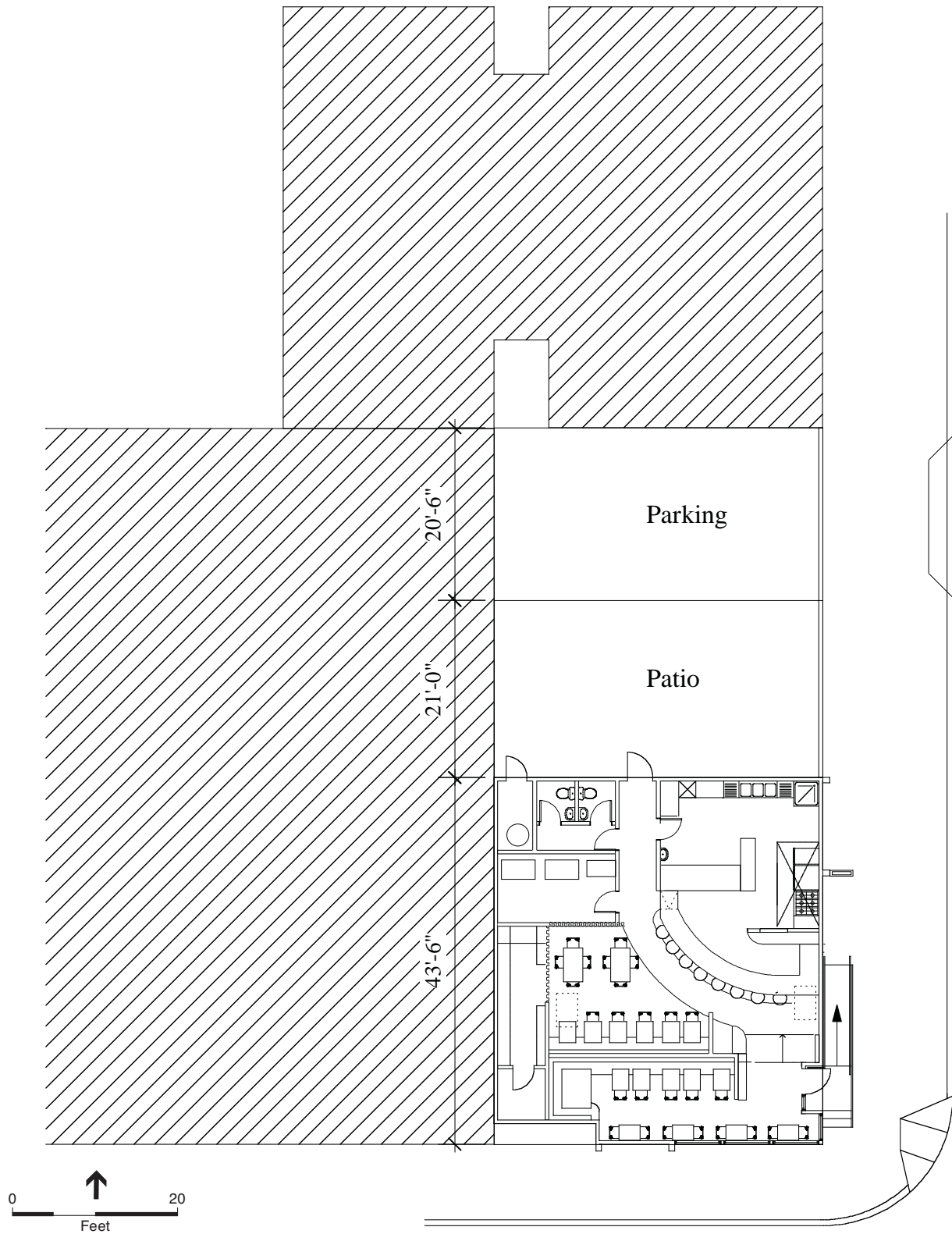
Surrounding the project site, land uses are representative of the Valencia Street NCT and along Valencia Street consist primarily of neighborhood-serving commercial (including office and retail) uses on the ground level with residential units above. Along Hill Street, land uses are residential and are in the form of single-family homes and multi-unit apartment buildings, most within the two- to three-story range.

The closest freeway to the project site is Highway-101 with on- and off-ramps located one and one half miles from the project site.

Existing Building

As noted above, the project site is currently developed with a single, one-story commercial (restaurant) structure that is approximately 12 feet in height and approximately 1,670 square feet (see **Figures 2 and 3**). The building was constructed in 1970, and is of a contemporary commercial architectural style, consisting of a painted stucco façade with a ceramic-clad mansard roof and non-operable aluminum

¹ *Planning Code* Section 726.1, Valencia Street Neighborhood Commercial Transit District.



SOURCE: Stephen Antonaros Architect

1050 Valencia Street . 209044

Figure 2
Existing Site Plan



SOURCE: ESA

1050 Valencia Street . 209044
Figure 3
Photos of Existing Building

frame commercial windows (that appear to be fixed). One off-street parking /loading space is accessed from a single driveway on Hill Street. The building contains the Spork Restaurant, which employs a total of approximately 20 staff.

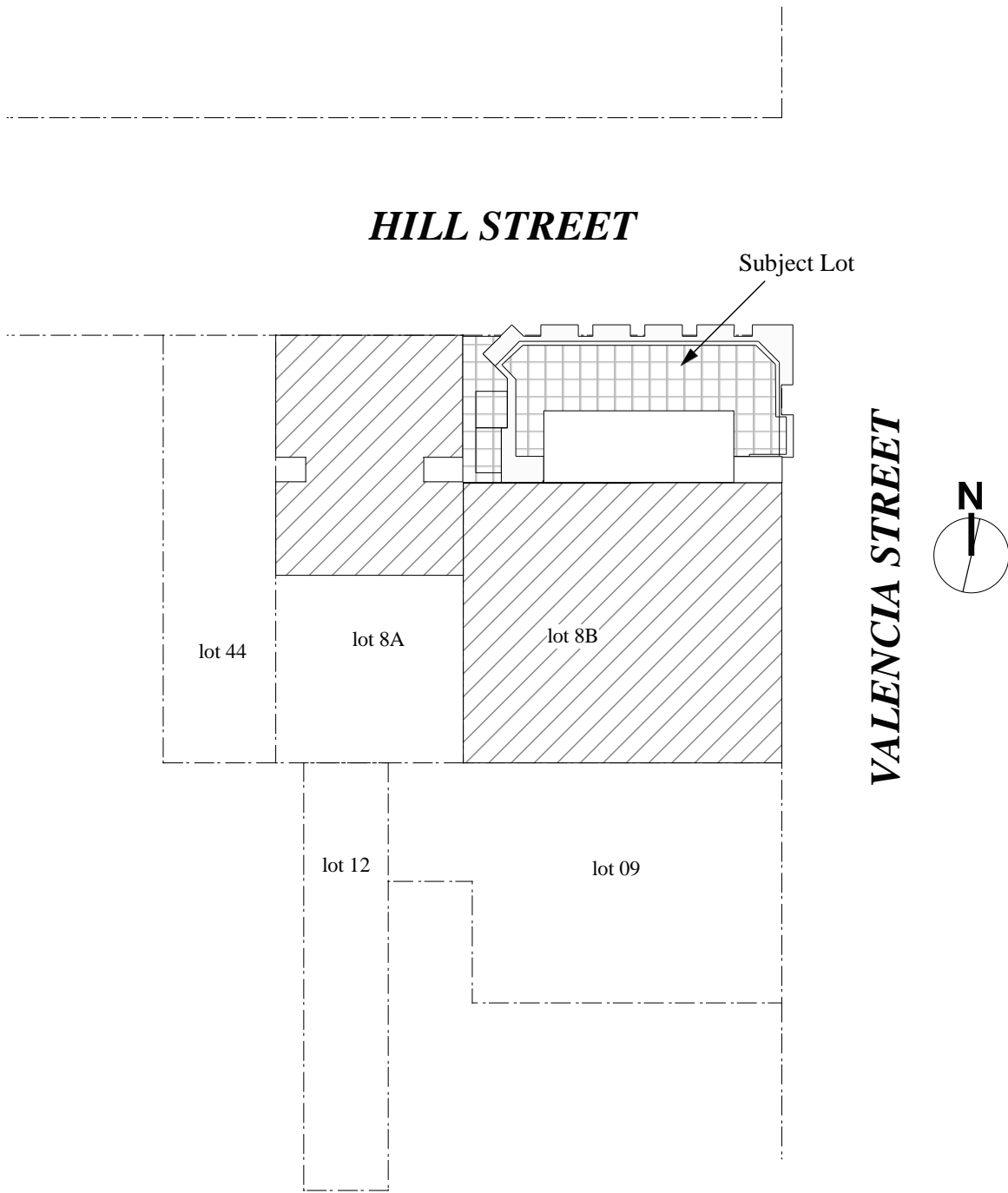
Proposed Project

Shizuo Holdings Trust (project sponsor) proposes to demolish the existing one-story building on the site and construct in its place an approximately ~~16,000~~ 14,800-square-foot, five-story mixed-use structure that would cover the entire lot (see **Figure 4**). The ground floor of the structure and a portion of the basement would contain a 3,500-square-foot commercial space (assumed to be in the form of a restaurant) with floors two through five containing a total of 16 residential units. The residential unit mix would consist of eight studios and eight two-bedroom units, with two of each type of unit on every residential floor. A ~~1,460~~ 1,152-square-foot rooftop deck would provide common open space to the residents. In addition, four of the dwelling units would have private decks, which would encompass a total of ~~640~~ 680 square feet (combined). The rooftop deck would be accessible only to building residents. The proposed structure would be approximately 55 feet in height to the roof, with rooftop features, including the mechanical penthouse for the elevator overrun, extending an additional nine feet above the roofline. See **Table 1**, below and **Figures 4** through **6**.

**TABLE 1
PROJECT CHARACTERISTICS**

Use	Area (square feet)
Retail (restaurant)	3,500
Residential Uses	<u>9,830</u> 10,400
Basement 1,500	
Total	<u>14,830</u> 16,040 (not including rooftop deck)
Open Space (total)	<u>1,832</u> 2,400
Dwelling Units	16 total
Studios 8	
Two-bedroom units	8
Height of Building (max.)	55 feet to rooftop, plus 9 feet for elevator overrun
Number of Stories (max.)	5 plus rooftop terrace

SOURCE: Stephen Antonaros Architects



1050 Valencia Street . 209044

Figure 4
 Proposed Building Footprint within
 the Context of Surrounding Lots
 and Adjacent Buildings



Valencia Street Elevation



Hill Street Elevation

The main entrance to the building for restaurant patrons would be provided ~~at the corner of~~ along Valencia ~~and Hill~~ Streets. A residential entrance would be provided to the south of the restaurant entrance at the southeastern corner of the building, also on Valencia Street, and would lead into a small lobby with a residential elevator. ~~Vehicular entrance would be provided via an existing curb cut on Hill Street.~~ As part of the project, the sponsor is also proposing to widen a portion of the sidewalk along Hill Street by about six feet by extending the bulbout into the existing parking lane. This proposal would result in the loss of two on-street parking spaces. The project sponsor would apply for a sidewalk widening permit with the Department of Public Works and the Municipal Transportation Agency.

During the construction phase of the proposed project, the existing restaurant on the project site would be temporarily relocated to another (yet undecided) location. At the completion of the project, Spork Restaurant would have the option to reoccupy the new space, an option that Spork's owners have indicated they intend to exercise.² At project completion, Spork would increase the number of employees in the new building by about 10, resulting at total of 30 employees in the new restaurant.

The sponsor intends to pursue a LEED® (Leadership in Energy and Environmental Design) certification for this project under the LEED® for New Construction program. LEED® is a nationally recognized standard for high performance “green” buildings. The LEED® green building certification is administered by the US Green Building Council and incorporates sustainable design concepts across four key areas of human and environmental health: sustainable site development, energy efficiency, materials selection, and indoor environmental quality (in addition to innovative strategies to achieve further sustainability). The proposed project would include the following features that would enable it to meet LEED® certification: a solar array on the roof, LED lighting in retail and residential areas, heat pump/fan coils as the heating source in residential units, water harvesting and vegetation on the roof, recycled finish materials, and recycled lumber and fly ash concrete for the construction of the structure.³

² Rutherford, Mark, Shizuo Holdings Trust, letter, January 30, 2009. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

³ Antonaros, Stephen, project architect, personal communication with ESA, August 11, 2009.

Parking, Loading, and Bicycle Facilities

The existing property on the project site contains a total of one off-street parking/ loading space, which is accessed through a curb cut and driveway along Hill Street. The proposed project would ~~provide one off-street parking/loading space for use by the restaurant. The project~~ eliminate these spaces and would not provide any residential or restaurant vehicular parking spaces, nor any off-street loading spaces. Other than the proposed six-foot widening of the sidewalk along a portion Hill Street, no other street modifications would be required to accommodate the proposed project. The proposed project would provide 20 bicycle storage lockers in the basement, available to residents and restaurant employees.

During the construction phase of the proposed project, worker parking would occur off-site. No designated parking for construction workers would be provided and they would be expected to park at meters or along nearby non-metered streets.

Landscaping

Three existing mature Bay Laurel trees are located adjacent to the project site, although no trees currently exist on the site itself. One of the Laurels which is located along the site's Valencia Street frontage and two trees along the site's Hill Street frontage would be replaced as part of the proposed project. In addition, the sponsor proposes to plant two additional street trees along Hill Street, in accordance with Planning Code Section 240, and would also provide ornamental vegetation on the proposed Hill Street bulbout.

Foundation and Excavation

The project would excavate approximately 17 feet below the ground surface (bgs) for construction of the below-grade basement, and remove about 5,525 cubic yards of soil. The project sponsor proposes to install a mat foundation to support the proposed structure, which requires no pile driving during the construction.

Project Approvals and Schedule

The project sponsor is seeking modification of the Plan Code provision governing the configuration of rear yards (Planning Code Sec 134(e)) to provide open space in a configuration other than a rear yard

(i.e., roof deck). The project would also require demolition and building permits, which would require review and approval by the Planning Department and Department of Building Inspection.

Demolition of the existing structure on the site and the construction of the proposed project are estimated to take 18 months from ground breaking, which is anticipated to occur in mid-2012. The project would be constructed in one continuous phase, with all construction materials accommodated on site and on the adjacent Valencia and Hill Street sidewalks.

B. PROJECT SETTING

The project site is located near the center of San Francisco, in the Mission District neighborhood, within the Valencia NCT. The Valencia NCT lies approximately one mile east of U.S. Highway 101, along Valencia Street between 14th and Cesar Chavez Street, and includes a portion of 16th Street extending west toward Dolores Street. Within the Valencia NCT is an approximately mile-long corridor with active ground-floor commercial uses known as the “Valencia corridor,” extending roughly from 15th Street to the north to 24th Street to the south. This area includes many retail, restaurant, and entertainment uses that in recent years have been replacing heavy commercial and light industrial uses. In March 1999, Valencia Street was converted from a four-lane, two-way arterial to a two-lane, two-way street with a center turn-lane median. In winter 2010, additional capital improvements such as new “bulb-outs” at corners, wider sidewalks, and removal of the center median to portions of Valencia Street were underway by the city to further encourage pedestrian and bicycle activity while calming traffic.⁴

Land uses in the surrounding neighborhood along Valencia Street and the nearby parallel Mission and Guerrero Streets (one block to the east and west, respectively) include restaurant, retail, small offices, residential, institutional, educational, recreational, and light industrial uses as well as mixed-use buildings generally with residential units above one or more of the noted non-residential uses. Along Valencia Street, the project block includes several restaurants, a print shop, an auto body shop, several boutique offices, a gym, a liquor store and a public administration building (the Social Security Office building). Along the east-west oriented streets (such as Hill Street, 20th, 21st, 22nd Streets) the land uses are predominantly residential. Common buildings in the area include many three-story Victorian-era two- and three-family structures, larger Victorian- and Edwardian-era multifamily buildings with

⁴ Source: <http://www.sfmta.com/cms/ocalm/34725.html>. Accessed on February 5, 2010.

ground floor retail or restaurant use, early 20th century, approximately 20-foot-high masonry garage buildings typically still in use for automotive repair, and one- and two-story mid- to late-20th century commercial buildings of non-distinctive architectural character, and more recently constructed contemporary mixed-use buildings with residential uses above ground floor commercial uses.

The peak of Bernal Hill is approximately one mile to the southeast of the project site, and Liberty Hill rises to the west. The Valencia retail district extends to the north and south of the site, approximately one half mile in either direction.

The Eastern Neighborhoods Area Plans and accompanying *Planning Code*, Zoning Map and *Administrative Code* changes, including the Mission Area Plan, became effective January 19, 2009, adopted by the Board of Supervisors and signed by the Mayor. The plans call for about half of existing industrial areas in four neighborhoods to transition to mixed use zones that encourage new housing. The remaining half would be reserved for “Production, Distribution and Repair” districts. The primary goals of the Mission Area Plan are to preserve diversity and vitality of the Mission neighborhood; increase the amount of affordable housing; preserve and enhance the existing Production, Distribution and Repair businesses; preserve and enhance the unique character of the Mission District neighborhood’s distinct commercial areas; promote alternative means of transportation to reduce traffic and auto use; improve and develop additional community facilities and open space; and minimize displacement.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable Not	Applicable
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Planning Code

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the city’s Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the

proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*, or a reclassification of the site occurs.

Approval of the proposed project would result in a demolition of the existing one-story commercial building at the southwest corner of the intersection of Valencia and Hill Streets and construction a five-story mixed-use building consisting of an approximately 3,500-square-foot retail space on the ground floor and part of the basement and 16 dwelling units above. The proposed mixed-use structure would be five stories tall, reaching a height of approximately 55 feet above grade to the roofline (along Valencia Street), with an additional 9 feet to the top of the rooftop features. A portion of the fifth story would be set back about 21 feet from the eastern façade.

The project is located in the Valencia NCT District which was established on January 18, 2009, with the adoption of the Eastern Neighborhoods Plan by the Board of Supervisors under Ordinance No. 298-08. The requirements associated with the Valencia NCT District are described in Section 726 of the *Planning Code* with references to other applicable articles of the *Planning Code* as necessary (for example for provisions concerning parking, rear yards, street trees, etc.). Prior to January 18, 2009, the project site was subject to the zoning provisions of the former Valencia NC District. The Valencia Street NCT District is similar to the former Valencia NC District in that both permit moderate-scale buildings and uses, encourage commercial development at the ground floor, and encourage housing in new buildings above the ground level. Any resulting potential impacts of the proposed development and applicable Planning Code provision are discussed below under the relevant topic headings.

Uses

As noted above, the project site, at 1050 Valencia Street, is within the Valencia Street NCT District, a linear district that lies along Valencia Street between 14th and Cesar Chavez Streets and includes a portion of 16th Street extending toward Dolores Street. As noted above, the Valencia Street NCT provides a limited selection of convenience goods for the residents of Mission and Dolores Heights neighborhoods as well as wholesale furniture and appliance outlets for a wider region. It also contains a variety of eating and drinking establishments as well as professional and business offices. Residential units are common throughout the district and many are located above ground stories. Housing development in new buildings is encouraged above the ground story.

Within the Valencia NCT, commercial uses on the ground floor and residential uses above ground floor, as proposed by the project, are principally permitted.⁵ The Valencia Street NCT does not have any residential density requirements. The project, as proposed, would be consistent with the objectives and requirements of the Valencia Street NCT.

Height and Bulk

The project site is within a 55-X Height and Bulk District. This district allows a maximum building height of 55 feet, and has no bulk limit. The proposed project would be 55 feet high, measured from ground level to the top of the roof, with various rooftop elements, such as stair and elevator penthouses, that are exempt from the height limit, extending nine feet as allowable under Section 260 (b)(1)(A) of the *Planning Code*. Therefore, the proposed structure would comply with the 55-X Height and Bulk District.

Street Trees

Planning Code Section 143 requires that for every 20 feet of property frontage along each street, one 24-inch box tree be planted, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. The proposed project would plant ~~one~~ two Brisbane box (a type of a *Eucalyptus* commonly planted as a street tree throughout San Francisco) trees along Hill Street to be in compliance with Section 143. Additional tree plantings along Valencia Street would not be possible, however, because the project site is located on a corner lot and no trees are permitted within 15 feet of the corner and also because the location of sidewalk fixtures would prohibit a tree planting along the Valencia Street frontage.

Rear Yard Requirements

Planning Code Section 134 requires a rear yard equivalent to 25 percent of total lot depth at all residential levels. The proposed project would provide open space within a roof deck and private residential decks, not within a rear yard. Therefore, the project applicant is requesting a modification of the rear yard requirement by the Zoning Administrator pursuant to *Planning Code* Section 134(e) to allow for open space in a configuration other than a rear yard.

⁵ *Planning Code* Sec. 726.1, Valencia Street Neighborhood Commercial Transit District.

Parking & Loading

According to *Planning Code* Section 726.1, off-street parking for residential or commercial uses in the Valencia Street NCT is not required, although for residential uses, 0.5 parking spaces per unit are principally permitted and up to 0.75 parking spaces per unit are permitted with a conditional use authorization. For restaurant uses, up to one parking space per each 200 square feet of occupied floor area is principally permitted. The proposed project would not provide any residential or commercial parking spaces ~~and would provide one commercial parking/loading space, accessible via the Hill Street curb cut.~~

Plans and Policies

San Francisco General Plan

In addition to the *Planning Code* and its land use zoning requirements, the project site is subject to the *San Francisco General Plan (General Plan)*. The *General Plan* provides general policies and objectives to guide land use decisions. Section E, *Evaluation of Environmental Effects*, discusses conflicts between the proposed project and policies that relate to physical environmental issues. The Planning Commission will consider the compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues as part of their approval or disapproval decision. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project. The following discussion summarizes some of the *General Plan* policies applicable to the proposed project.

The San Francisco Planning Commission adopted an updated Housing Element of the *General Plan* in May 2004. The San Francisco Board of Supervisors approved the Housing Element in September 2004, and the State Department of Housing and Community Development certified the Element in October 2004. In June 2007, however, the First District Court of Appeals ruled that the City should have prepared an EIR on the updated Housing Element. Therefore this Initial Study refers to relevant policies of both the 2004 Housing Element and the 1990 Residence Element (the next most recent version).

The 2004 Housing Element of the *General Plan* “sets forth objectives, policies, and implementing programs to address the critical housing needs” of the City. The 2004 Element addresses the City’s goals “of achieving decent, suitable, and affordable housing for current and future San Franciscans.” The City intends to address the issues of housing production and affordability in part through a

Citywide Action Plan (CAP), which “explores comprehensively the issue of how to meet the need for housing and jobs in ways that capitalize upon and enhance the best qualities of San Francisco as a place.” CAP initiatives include (among others) the Better Neighborhoods Program and planning for the Downtown Neighborhoods; these initiatives do not include the project site.

The objectives of the 2004 Housing Element address new housing supply, housing retention, housing conditions, affordability, housing choice, homelessness, density/design/quality of life, and State and regional needs. With regard to housing production, Policy 1.1 of the 2004 Housing Element encourages higher residential density in areas adjacent to downtown and locating housing in areas well served by transit. This policy is similar to Policy 1.1 in the 1990 Residence Element; the 2004 Housing Element also calls for allowable densities in established residential areas to be set at levels that will promote compatibility with prevailing neighborhood scale and character.

Relevant housing affordability policies in the 2004 Housing Element include Policy 4.2, which calls for affordable units in larger housing projects. This policy is the same as Policy 7.2 in the 1990 Residence Element. Density/design/quality of life policies in the 2004 Housing Element include Policy 11.1, a new policy which calls for using new housing as a means to enhance neighborhood vitality and diversity, and Policy 11.5, which promotes well-designed housing that enhances existing neighborhood character. The corresponding policy in the 1990 Residence Element calls for housing that conserves existing neighborhood character.

The proposed project would contribute about 16 units to the City’s housing supply, thereby helping to meet City and regional housing needs. In addition, the proposed project would comply with the City’s Residential Inclusionary Affordable Housing Program requirements (*City Planning Code* Section 315, et seq.), either by including two below-market-rate (BMR) units on-site, by making an in-lieu payment, or by constructing three units off-site. Several Muni lines serve the project site. The project would include ground-floor commercial uses that could enhance the streetscape along Valencia Street. The project would increase the density of the project site and vicinity, as the proposed buildings would be taller than the existing uses on the project site.

The proposed project would conform to Objectives 1, 3, and 4 of the Urban Design Element. The proposed five-story structure would meet the existing height controls on the project site, would be

compatible with nearby height districts, and would not obstruct any public scenic views or vistas. The proposed building would complement the city pattern and improve the neighborhood environment.

The proposed project would be consistent with Objectives 1, 4, 11, and 24 of the Transportation Element. The project site is located in a higher density area of the city well served by public transit. The ground-floor commercial spaces would create a pedestrian-oriented building frontage. The proposed project would generally comply with Objective 1 of the Commerce and Industry Element. It would encourage economic growth through infill development, thereby, enhancing the area's livability by redeveloping an existing structure with a building that would include residential units above a ground-floor commercial (restaurant) space. The proposed project would comply with San Francisco's *Building Code*. As a result, it would minimize the risk to property from natural disasters and reduce the risk of social, cultural, or economic dislocations, thereby complying with Objective 2 of the Community Safety Element. The proposed project would be generally consistent with the Recreation and Open Space Element because it would not cause significant new shadow on public open spaces and it would plant street trees that would expand the urban forest.

Priority Policies

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation).

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General*

Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below, for which mitigation measures would be required to reduce potentially significant impacts to less than significant. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|--|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Recreation and Public Space | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral and Energy Resources |
| <input type="checkbox"/> Cultural and Paleontological Resources | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Geology, Soils and Seismicity | |

E. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked "Less than Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Established Community. The 3,315-square-foot project site is located at the southwest corner of Valencia Street and Hill Street in San Francisco’s Mission District neighborhood (see **Figure 1**). The project site is currently occupied by a 1,670-square-foot, one-story restaurant, an 800-square-foot patio, and one existing off-street loading/parking space. The site slopes slightly downward from the southwest to the northeast.

The proposed project would be developed on a corner lot, and would involve demolition of the existing building and its replacement with a larger five-story structure consisting of an approximately 3,500-square-foot retail space (intended for restaurant uses) on the ground floor and part of the basement and 16 dwelling units above. In addition to retail and residential uses, the project would also include approximately ~~1,460~~ 1,152 square feet of common open space for residents and ~~640~~ 680 additional square feet of open space in the form of private residential decks. ~~One commercial parking/loading space, accessible from Hill Street, would also be provided.~~ The proposed project would intensify the use of the project site, given that the existing building is only one story of commercial space with no dwelling units, but would not alter the general land use pattern of the immediate area, which includes two- to three-story single-family residences and multi-story flats and apartment buildings.

Land use impacts are considered to be significant if the proposed project would physically divide an established community. The proposed project would be incorporated within the established street plan and would not create an impediment to the passage of persons or vehicles. Accordingly, the proposed project would not disrupt or divide the physical arrangement of the neighborhood.

At present, numerous buildings with residential use above a ground restaurant exist along Valencia Street. The proposed project would establish a mixed-use structure within proximity to other similar mixed-use establishments, and would therefore not introduce an incompatible land use to the area. For these reasons, the proposed project would not be anticipated to divide an established community.

b. Consistency with Plans and Zoning. Land use impacts are also considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the *Bay Area Air 2005 Ozone Strategy*, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Furthermore, the proposed project would not conflict with the San Francisco *General Plan* policies that relate to physical environmental issues.

The project site is located within the Valencia Street Neighborhood Commercial Transit District (Valencia Street NCT) (formerly Valencia Street NCD) and Mission Alcoholic Beverage SUD, and within the 55-X Height and Bulk District (55-foot maximum height, no bulk limits). As previously discussed, land uses in the project area are mixed, and contain commercial, residential, institutional and light industrial uses. Within the project area, Valencia and Hill Street land uses include office and retail uses, light industrial and single- and multi-family residential buildings. The project would generally be consistent with the Valencia NCT, which considers eating and drinking establishments to "contribute to the street's mixed character" and contains "a sizable number of upper-story residential units" (*Planning Code* Section 726.1).

The project would also be generally compatible with the Mission Area Plan and accompanying *Planning Code*, Zoning Map and Administrative Code changes that occurred as part of the Eastern Neighborhoods Rezoning and Area Plans effort, which became effective on January 19, 2009, when it was adopted by the Board of Supervisors and signed by the Mayor.

c. Character. Finally, land use impacts are considered to be significant if the proposed project would have a substantial impact upon the existing character of the vicinity. The implementation of the proposed project would not be considered a significant impact because the site is within the Valencia NCT zoning district, where the proposed uses are principally permitted and would be compatible with

existing uses on adjacent and surrounding properties. Although the proposed project would result in a more intensified land use than currently exists on the site, it would not introduce a new or incompatible land use to the area. As discussed in the Project Setting section of this document, the project site area's mixed-use character includes a wide variety of uses and area includes a number of relatively large structures containing ground floor retail with multiple dwelling units above.

The proposed 16 unit building would not result in a significant impact for a number of reasons. As noted in *Planning Code* Section 726.1, Valencia-NCT, the district has a pattern of large lots and businesses, as well as a sizable number of upper-story residential units. The Valencia Street controls are designed to promote development that is compatible with the surrounding neighborhood. The zoning controls permit moderate-scale buildings and uses, protect rear yards above the ground story, and encourage commercial development at the ground story and housing development above the ground story. The proposed residential use and ground floor restaurant uses would be consistent with this pattern. The proposed project would not be substantially or demonstrably incompatible with the existing multi-family residential and commercial uses in the project area.

Currently, there are several proposed projects along the Valencia Street corridor in proximity to the project site. Specifically, the Planning Department is reviewing, or has recently completed review, of the following projects:

- 411 Valencia Street, Case File No. 2005.0888E – construction of a six-story mixed-use building, with 24 residential units, 1,330 square feet of residential space, and 16 off-street parking spaces;
- 700 Valencia Street, Case File No. 2005.0351E – construction of a five-story building over basement with nine residential units, 1,740 sq ft of ground floor commercial space and nine parking spaces;
- 736 Valencia Street, Case File No. 2005.0937E – construction of a five-story building with 8 residential units, approximately 750 sq ft of retail space and 8 parking spaces; and
- 3500 19th Street, Case File No. 2005.0490E – construction of a five-story building with 17 residential units, approximately 2,800 square feet of retail space and 17 parking spaces.

The above-described projects as well as the proposed project are all located in the Valencia NCT zoning district and within a 55-X Height and Bulk District. Additionally, the proposed projects are all within the parameters of the types of development permitted and encouraged by the zoning controls for the Valencia NCT (Section 726.1 of the *Planning Code*).

In conclusion, although the scale of the proposed building, including its bulk and massing, would be larger than the existing building that would be demolished, it would be similar in size to several other structures that exist in the project area, including the five-story mixed-use structure at 1043 Valencia Street (across Valencia Street from the project site). Moreover, in general, the proposed project would not constitute a change in land use patterns and would be compatible with the overall character of the Mission neighborhood. Thus this impact would also be considered less than significant.

Cumulative Land Use Impacts. The project would not result in any significant cumulative land use or planning impacts, since it would cause no change in the mix of land uses in the vicinity, and thus could not contribute to any overall change in neighborhood character or any overall conflict with applicable environmental plans. Furthermore, this project would not combine with other projects in the vicinity to physically divide an established community, conflict with applicable plans and policies adopted to avoid or mitigate environment effects, or change the existing character of the vicinity.

Given all of the above, the project would have a less than significant individual and cumulative land use impact.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. and b. Effects on Scenic Vista and Scenic Resources. Public views of the project site are primarily from Valencia and Hill Streets (see **Figure 7**). Because the existing building on the site is one story in height, it is generally visible only from a relatively close range. Longer-range views of the project site



View of the project site from Valencia and 21st Streets looking south



View of the project site from Valencia and Hill Streets looking southwest



View of the project site from Hill Street looking east



View of the project site from Valencia and 22nd Streets looking north

SOURCE: ESA

1050 Valencia Street - 209044
Figure 7

Views of the Project Site

are mostly blocked by intervening buildings due to the dense, urban character of the area. Views of the project site from Valencia Street, to the north and south of the project site, at close proximity to the building, are of the existing building's painted stucco façade, large aluminum frame fixed windows, and the ceramic-clad mansard roof. Similar views are also available from Hill Street, to the north, in addition to the corrugated metal approximately 6-foot-high wall that separates the patio area from the Hill Street sidewalk. The existing building on the site is shorter than many of the surrounding buildings, is partially blocked by the trees on the adjacent sidewalks, and does not feature any unique visual characteristics that make it particularly noticeable. Therefore, it tends to blend in with the visually diverse surrounding urban environment.

The proposed project would replace views of the existing restaurant building on site with views of the proposed larger mixed-use structure. The proposed building would be built to lot lines on all four sides up to fifth story, at which point the building would set back from the eastern property line by about 21 feet. ~~and~~ The building would extend about 55 feet in height, with 9 additional feet to the top of the elevator penthouse. The relatively short-range views of the existing building would be replaced by views of the taller contemporary structure, containing a flat roof, repeating bays, and a projected eave over a recessed entryway on the corner of Valencia and Hill Streets (see **Figure 6**). On both the Valencia and Hill Street facades, the building would contain large aluminum-frame fixed and casement windows on residential levels and large aluminum-frame commercial windows on the ground floor. Views from Valencia Street would also include the residential entryway, while views from Hill Street would also include the larger "roll-up"-style door to the bicycle and storage/waste/recycling areas as well as the fifth story setback ~~proposed driveway and loading space~~. Although these views would differ from what is currently seen on the site, they would not constitute a significant visual impact as they would be consistent with the diverse visual character of Valencia Street, would fall within the range of architectural styles that predominate in the project area (light-industrial, contemporary office, and multiple residential styles) and would be apparent only from about one to two blocks surrounding the site. Thus, the proposed structure would not contribute to any potential cumulative degradation or obstruction of views from public areas. However, at five stories, the project would not be particularly noticeable in light of the assortment of heights found along Valencia Street and along some of the side streets in the neighborhood.

For instance, a five-story mixed-use structure already exists at 1043 Valencia Street (across Valencia Street from the project site) and a seven-story residential building exists on 21st Street between Valencia and Mission Streets (one and one half blocks northeast of the project site).

The proposed building, at 55 feet in height, would be taller than most buildings in the project vicinity, including the two-story adjacent building along Valencia Street and the three-story adjacent buildings along Hill Street. In addition, the proposed building has the potential to block views of shorter buildings in the project area from public sidewalks and streets. In general, however, these existing views are not considered scenic, but rather are typical of the Mission District neighborhood (see discussion of the Liberty Hill Historic District under Section E.4, *Cultural Resources*). Moreover, the project would fall within the allowable height requirements of the 55-X Height and Bulk District in which the project site is located. Therefore, although the project has the potential to obstruct views of some surrounding buildings and streets that are now observed from public areas, this impact would not be considered significant, as the proposed structure would be of moderate height not unlike several other buildings in the area. Hence, this impact would be less than significant.

As noted above under Land Use and Land Use Planning, open spaces near the project site include the Mission Playground, the Alioto Mini-Park, the Jose Coronado Playground, and the Mission Dolores Park. The project site is not visible from any of these public parks due to intervening buildings. Although the proposed building would be greater in height than most buildings in the project vicinity, it would not be expected to be visible from these locations. The project site may be visible in longer-range views from other publicly accessible spaces (such as Potrero Hill), but the project would not result in a significant adverse visual change as the proposed new building would blend into the densely built urban fabric of the area. Accordingly, the proposed project would not degrade or obstruct any scenic views or vistas now observed from a public area.

The proposed project would block or partially block existing northerly and easterly views and sunlight access currently available to some tenants of the adjacent two-story mixed-use building to the south of the site on Valencia Street and the three-story residential building to the west of the site on Hill Street. Both buildings have small windows above the ground story that provide natural light and views (in the case of the Hill Street building, these are provided via a light well). As noted above, the proposed structure would be constructed to lot lines and would be about 55 feet in height, potentially reducing the amount of light currently experienced at these two adjacent buildings and blocking some views. While loss of sunlight and views would be noticeable to the tenants/residents of these buildings, no rooms would lose their only source of light and this impact would not be considered a significant impact under CEQA, as such views and lighting conditions would be comparable to those that are

available elsewhere in the neighborhood, where most buildings are constructed to the property line. In an urban area, such as the project neighborhood, the loss of some existing private views and light is not generally considered a significant adverse effect on the environment because limited views and lighting are commonplace in densely developed urban neighborhoods and generally accepted as a part of urban living.

c. Visual Character. The project would conform to the site's 55-X Height and Bulk District controls and would be larger in scale and visually prominent compared to some of its existing surroundings; however buildings of this size and scale exist along Valencia and nearby streets. A new larger visual element, by altering the existing character or quality of a site or of its surroundings, does not in and of itself constitute a significant impact. While the proposed project would be visible to neighboring residents and workers, the new structure would be visually similar to other uses in the project vicinity in terms of its building materials, massing, and height. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings, nor would it contribute substantially to any potential cumulative negative aesthetic effect.

d. Substantial Light and Glare. The project site would be more noticeable at night than under existing conditions because the project would introduce more lighting to the site, which would be visible through windows and at building entries. Exterior lighting at building entryways would be positioned to minimize glare, and lighting would not be in excess of that commonly found in urban areas. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, environmental effects of light and glare due to the project would not be significant.

Cumulative Aesthetic Impacts. The project would not result in any significant cumulative aesthetic impacts because the new building would not be large enough to be seen from most locations outside the immediate vicinity. Moreover, as an infill project of relatively small scale in the context of San Francisco, the proposed new building would be consistent with the overall pattern of development in the area. In terms of other proposed projects along the Valencia Street corridor in close proximity to the project site (as described on page 22), the 1050 Valencia project would not be visible from locations several blocks away where these projects are proposed.

In light of the above discussion, effects on visual quality would not be significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people or employees, necessitating new construction elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A one-story building currently exists on the project site, containing one business, Spork Restaurant, a full-service restaurant. The existing business employs a total of about 20 people. During the estimated 18-month construction phase of the project, the restaurant would be relocated to another (yet undecided) location. At the completion of the project, the restaurant would have the option to reoccupy the new space, an option that Spork proprietors have indicated they intend to exercise. The project sponsor estimates that Spork will employ approximately 30 staff at the proposed building once it is completed.

a. Population Growth. In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project, an infill development consisting of commercial space on the ground floor with dwelling units above, would be located in an urbanized area and would not be expected to substantially alter existing development patterns in the Mission District neighborhood or in San Francisco as a whole. The proposed project would develop approximately 3,500 square feet of commercial space (although the net new commercial space would be approximately 1,830 square feet, as the project would replace the 1,670-square-foot restaurant that currently operates on the site) and 16 residential units to an already developed area. Located in an established urban neighborhood, the project would not necessitate or induce the extension of municipal infrastructure. The addition of eight new studio and eight new two-bedroom

residential units would increase the residential population on the site by approximately 28 persons.⁶ While potentially noticeable to immediately adjacent neighbors, this increase would not result in a substantial impact on the population of the City and County of San Francisco. The 2000 U.S. Census indicates that the population in the project vicinity is approximately 5,427 persons.⁷ The proposed project would increase the population near the project site by an estimated 0.5 percent, and the overall population of the City and County of San Francisco by less than 0.01 percent.⁸

In addition, the project's 3,500 square feet of retail (restaurant) space would generate approximately 30 employees (compared to approximately 20 employees currently employed by the existing restaurant), which, added to the proposed project's residential use, would result in an on-site population increase of about 38 people. The employment on the project site would not be of the type that would be anticipated to attract new employees to San Francisco. Therefore, it can be anticipated that most of the employees would live in San Francisco (or nearby communities), and that the project would thus not generate demand for new housing for the retail employees. In the context of the average household occupancy of the Mission District neighborhood, the proposed project would not be considered to result in a "substantial" population increase. In light of the above, the project would not be expected to induce a substantial amount of growth, either individually or cumulatively.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. It is the central city in an attractive region known for its agreeable climate, open space, recreational opportunities, cultural amenities, diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support strong housing demand in the City. New housing to relieve the market pressure is particularly difficult to provide in San Francisco because there is a finite amount of land available for residential use, and because land and development costs are high. The project would comply with the City's Inclusionary Housing Program (Planning Code Sec. 315 et. seq.), and therefore, would result in creation of affordable housing in addition to market-rate housing.

⁶ The project site is located in Census Tract 207, which is generally bounded by 17th Street to the north, 22nd Street to the south, Valencia Street to the east and Dolores Street to the west. The population calculation is based on Census 2000 data, which estimates 1.93 persons per household (1.81 per rental unit and 2.53 per owner-occupied unit) in Census Tract 207. It should be noted that this census tract has somewhat smaller households than the citywide average of 2.3 persons per household.

⁷ The population estimate is based on data from the 2000 Census for Census Tract 207.

⁸ This calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

As noted above under Land Use and Land Use Planning, the City's shortage of affordable housing is an existing condition. The development of 16 market-rate residential units—including an affordable housing component as required by the Affordable Housing Program—on a former restaurant site in a mixed residential-commercial area and within a zoning district where housing is a principally permitted use would not contribute considerably to any adverse cumulative impact related to a citywide shortfall in affordable housing.

b. and c. Population and Housing Displacement. The proposed project would not displace any residents or housing units, since no residential uses or housing units currently exist on the project site. As noted above, the project would relocate approximately 20 people employed by the existing business on the site, Spork Restaurant, and the restaurant would have the option to reoccupy the new space. The project sponsor has indicated that, at project completion, the new space would employ approximately 30 staff, 10 more than currently employed by the existing restaurant. While the relocation of the 20 people may negatively impact those individuals, it would not be considered a permanent displacement or a significant impact for CEQA purposes.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Historical Resources. The existing building on the site was constructed in 1970 and is designed in a contemporary commercial architectural style, consisting of a painted stucco façade with a ceramic-clad mansard roof and aluminum frame commercial windows (that appear to be fixed). One off-street parking/loading space is accessed from a single driveway on Hill Street. The building has one entrance, located on Hill Street, at the corner of Hill and Valencia Streets. The building is not listed in the

national, state, or local registers of historical resources, but is of a recognizable commercial design widely employed by the national fast food chain that operated a Kentucky Fried Chicken outlet at the site from approximately 1970 to 2006. Also, the existing building is not listed in Article 10 or Article 11 of the San Francisco Planning Code, and is not listed on any citywide historical resources survey. It should be noted that, although the project site is not within the Liberty-Hill Street Historic District, it is adjacent to the district (discussed in further detail below).

Based on information within the Phase I environmental site assessment conducted for the site, it is known that the project parcel contained a number of land uses prior to construction of the existing building. From 1925 until 1936, a three-story residential building occupied the project site. This building was demolished in 1936, and from at least 1950 until 1965, the property was occupied by an automotive service station, an auto repair shop, and a tire shop. As stated in the Phase I investigation, Sanborn Fire Insurance Maps from 1950 and 1965 indicate that west and south portions of the property were occupied by a structure labeled as "Auto Service" and "Tire Service" and the northern and northeastern portion of the site were labeled as "Gas & Oil." The service station structure was demolished in 1969. There is no evidence to suggest that the project site is associated with any historic event or notable persons, businesses, or organizations.

In light of the above and given the existing building's relatively recent construction date of 1970, it cannot be considered a historic resource. Because the existing building is not a historic resource, its proposed demolition would not result in a significant effect, individually or cumulatively.

Liberty-Hill Historic District. The project site is located in close proximity to (one parcel from) the City-designated Liberty-Hill Historic District, roughly bounded by Mission, Dolores, 20th and 22nd Streets. The district is considered to be "one of the earliest residential 'suburbs' to be developed in San Francisco" and contains a range of housing types, from the architecturally uniform two-story Italianate "workingman's cottages" along Lexington and San Carlos Streets to the distinctive Stick and Italianate style homes found along Hill and Liberty Streets and Queen Anne homes that line Fair Oaks Street, which vary in facade and setback. Some of the structures within the district were designed by locally well-known architects, including Albert Pissis, the Newsom brothers, Charles Shaner, William H. Toepke, Charles Havens, and Charles J. Rousseau.⁹

⁹ *Planning Code, Article 10, Preservation of Historical Architectural and Aesthetic Landmarks; Appendix E.*

The Liberty-Hill Historic District was so designated by the Board of Supervisors in 1985, in accordance with Article 10 of the *Planning Code*, and added to the *Code* as Appendix F of Article 10. According to Section 5 of Article 10, the district is significant “as an intact representation of nineteenth century middle class housing and developmental practices. It is one of the earliest residential ‘suburbs’ to be developed in San Francisco, with major development starting in the 1860s and continuing until the turn of the century. Since the fire following the 1906 earthquake was stopped at the Twentieth Street boundary of the District, the District contains examples of all architectural styles prevalent during the developmental period.” Therefore, the district’s period of significance—the era during which the important events that characterize the district occurred—is from the 1860s until the 1906 earthquake and fire. Section 5 states that the “suburban” quality of the district remains extant, “enhanced by extensive street tree plantings and the very low incidence of commercial establishments in the residential areas. The great majority of District businesses are on Valencia Street, an historic and unifying commercial corridor, as compared to the typical San Francisco pattern of a grocery store or saloon on nearly every corner.”

According to the Landmarks Preservation Advisory Board (LPAB)^{9a,9b} case report for the district, the northern boundary of the historic district was placed at 20th Street because the fire that burned the northern portion of the Mission District after the 1906 Earthquake was stopped at 20th Street. The southern boundary, roughly along the north side of 22nd Street, is “the pueblo charter line of 1834, drawn by Ensign M. G. Vallejo, *commandante* of Yerba Buena, and authorized by Governor Jose Figueroa,” according to the case report.^{9c} The western boundary, which generally excludes the lots on the eastern side of Dolores Street, “conforms to a natural topographic plateau, where changes occur in the scale of homes as well as the period of time when most were constructed,” according to the case

^{9a} The Landmarks Preservation Advisory Board was superseded in 2009 by the Historic Preservation Commission as a result of a Charter Amendment approved by San Francisco voters in November 2008.

^{9b} In addition to the LPAB case report, other sources relied upon for this narrative include: San Francisco Planning Department, *City Within a City: Historic Context Statement for San Francisco’s Mission District*, November 2007 (<http://www.sf-planning.org/modules/ShowDocument.aspx?documentid=5288>); Richard Brandi and Woody LaBounty (Western Neighborhoods Project), *San Francisco’s Ocean View, Merced Heights, and Ingleside (OMI) Neighborhoods, 1862 – 1959*, historic context statement (<http://outsidelands.org/OMI-small-feb2010.pdf>); Langley’s 1861 map of the City and County of San Francisco; James D. Phelan, *Historical Sketch of San Francisco*, in Daniel H. Burnham and Edward H. Bennett, *Report on a Plan for San Francisco, Presented to the Mayor and the Board of Supervisors by the Association for the Improvement and Adornment of San Francisco*, 1905.

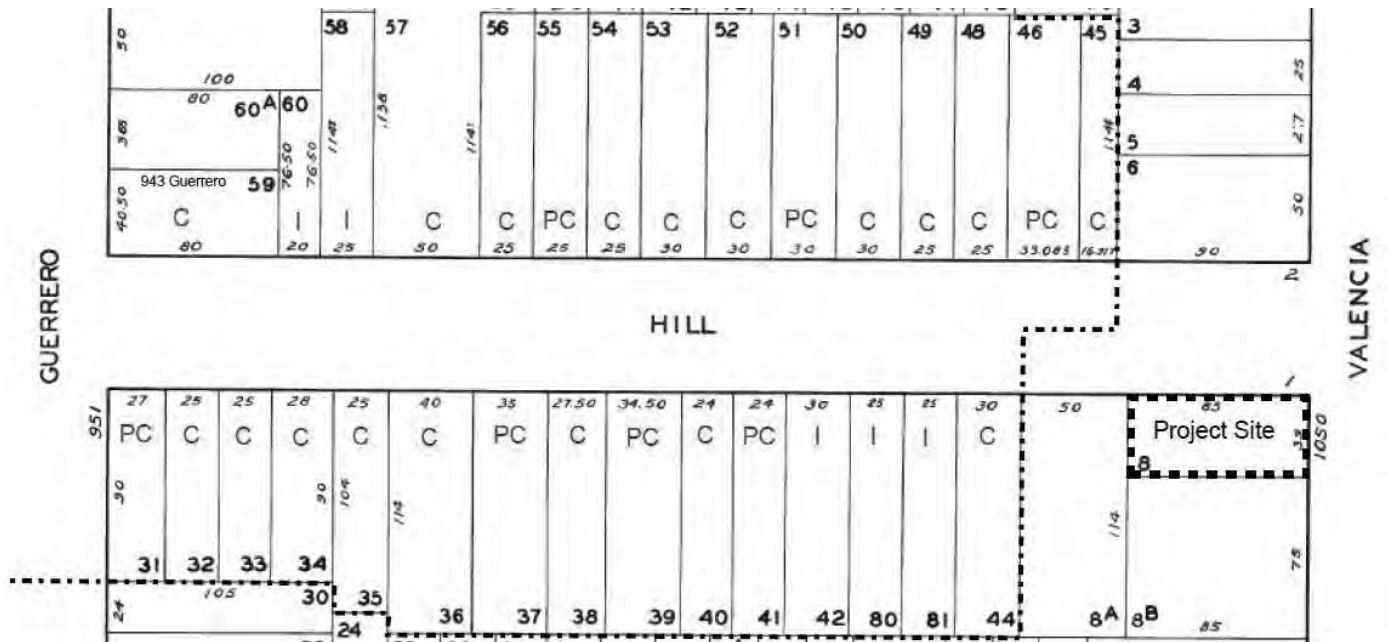
^{9c} The southern boundary of the historic district more closely approximates the City Charter line of 1851, as approved by the California legislature. The so-called Vallejo line, drawn to delineate the boundary between the Mission San Francisco (Dolores) and the secular Pueblo of Yerba Buena, was necessarily north of Mission Dolores, whereas the southern boundary of the historic district is south of Mission Dolores.

report. The eastern boundary extends nearly to Mission Street, to take in two blocks of “working-man’s cottages” on Lexington and San Carlos Streets, between 20th and 21st Streets, that were built during the same era. Thus, although the historic district extends nearly two full blocks from north to south along Guerrero Street, from 20th to 22nd Streets, only the northerly block of Valencia Street, from 20th to 21st Streets (and not entirety of that block), is included within the district boundary (see **Figure 8**). This is apparently because of the easterly extension to capture the “working-man’s cottages.” Additionally, the block of Valencia Street between 20th and 21st Streets contains a greater percentage of pre-1906-earthquake buildings than does the block to the south.

According to the LPAB case report, “The history of the Liberty-Hill Historic District is a history of nineteenth century middle class San Francisco.” Prior to the Mexican-American War (1846 – 48), what is now San Francisco was under Mexican rule, and much of the current land area of the City was divided into large ranchos that the Mexican government had granted, following its secularization of Mission lands in 1833, to early settlers in what was then the pueblo of Yerba Buena, and to soldiers of the local garrison, or Presidio. The area occupied by the Liberty-Hill Historic District, along with lands to the south and west, were granted to José Noé, a justice of the peace and the last Mexican *alcalde* (mayor) of Yerba Buena, as Rancho San Miguel. (Most of what is now the inner Mission District, however, was not granted to individuals, and remained in common use by all residents of the pueblo.) The 1848 Treaty of Guadalupe-Hidalgo outlined terms for an end to the war and included a large transfer of Mexican lands to the United States, including California and San Francisco. Although the treaty made assurances that the Mexican rancho grants would be respected, the lack of sufficient housing for the explosive population growth that occurred following the 1848 discovery of Gold in the Sierras led to squatters taking effective possession of portions of the local ranchos, and the City complicated matters in 1855 by awarding title to persons in physical possession of the land. Additionally, the legal process of confirming land titles was expensive, leading some rancho owners to sell off portions of their lands. One such sale was by Noé to brothers John and Robert Horner, in 1853, transferring the land that later became Noe Valley and Eureka Valley, extending west to Castro Street and east as far as Valencia Street (then the road to Mission San Jose). The land sold—which became known as Horner’s Addition--included the project site and the portions of the Liberty-Hill Historic District west of Valencia Street. John Horner, a pioneer California farmer, suffered mightily in the financial panic of the 1850s, and the Horners subsequently sold much of their San Francisco property



Liberty-Hill Historic District



Project Block of Hill Street

- Key:
- C – Contributing Resource
 - PC – Potential Contributor
 - I – Incompatible Building
 - District Boundary

to “homestead associations”^{9d} and real estate development companies. The San Francisco Homestead Union (one of whose founders was Washington Bartlett, the first *alcalde* of San Francisco under American rule) was an early and active developer in the historic district, beginning in the 1860s. Building slowed with a real estate downturn in the 1870s, but by 1900, the neighborhood was essentially built out. According to the LPAB case report, most of the houses on the project block of Hill Street were constructed between 1878 and 1887, with one built around 1894 and another, at the northeast corner of Hill and Guerrero Streets, dating to 1905. Two were built in the 1920s, after the district’s period of significance, and three multi-family dwellings are from the modern era (1960s and later); two of these newer multi-family dwellings occupy a site that was occupied both before and after the 1906 earthquake and fire by a file manufacturing company and machine shop, with residential unit above, according to Sanborn Fire Insurance Maps dated 1900 and 1914, and previously by a blacksmith shop behind a residence, according to the 1889 Sanborn map..

As for the project site, according to the 1889 Sanborn map, the site was occupied, in part, by a three-story residential building (at the corner of Hill and Valencia Streets). To the south and west of this building were two- and three-story buildings of the Irving Institute, a girls’ college preparatory school that occupied half of the Valencia Street frontage between Hill and 22nd Streets and the Hill Street frontage westward to the current historic district boundary. By 1900, according to the Sanborn map of that year, the school buildings had been converted to boarding and rooming houses, with the school having moved across the City. Thus, by the turn of the century, the project site and surrounding parcels were developed at greater density than the remainder of Hill Street that largely consisted of single-family dwellings. By 1914, the Sanborn map indicated that the former school buildings had been demolished and were replaced by a single-story retail building on Valencia Street, although the three-story building at the corner of Hill and Valencia remained. No new construction had occurred immediately to the west to replace the former rooming house.

As stated above, the Liberty-Hill Historic District is considered one of the earliest “suburban” areas of development in San Francisco, in that most of the homes were built when the area was an outlying neighborhood some two miles from the main downtown portion of the City. The text in *Planning Code*

^{9d} Homestead associations, enabled by state legislation, were member organizations that purchased land with proceeds from monthly member dues and subdivided the land among the members. Although touted as a means of allowing workingmen to own property, they were also vehicles for speculation (Brandi and LaBounty, 2010; see note 9b).

Article 10, Appendix F, concerning the significance of the district, cited above on p. 31a, is taken from the LPAB case report. The case report continues, “The District is significant in its representation of San Francisco development modes of the period. The San Francisco Homestead Union, the earliest such organization in the City, owned and subdivided one block in the District in the 1860s. The Real Estate Associates (TREA), the largest builder of speculative housing in San Francisco in the 1870s, developed Lexington and San Carlos Streets as well as a number of other sites in the District. Still other blocks were purchased by real estate developers and sold lot by lot.”

In terms of architecture, according to the case report, “Most Liberty-Hill buildings share unifying characteristics relating to scale, height, orientation, material and extent of detailing. Most of the buildings are moderate in size, with one to three units per building as a rule. Typical Liberty-Hill buildings are two stories high, often with an attic or basement. First floors are usually raised above the street level, allowing easy access to the basement or, as the case may be, the garage. ... Detailing is usually restrained and limited to elaborate doors, windows and cornices. Wood is the dominant construction material and rustic cove siding is the most common facade material. Individual buildings exhibit detailing typical of their own architectural style.”

Hill Street, the case report says, offers the feeling of “an architectural set piece. Hill Street is much less dominated by street trees than are [other] blocks [in the district], although the flowering cherry trees put on quite a show when they are in bloom in the spring. As a result, architecture takes the lead. The strongest vision on Hill Street is of the bays - continuous rows of them on both sides of the street. Square bays and slanted bays are represented in profusion in a perfect merging of Italianate and San Francisco Stick. Hill Street offers one of San Francisco’s most complete visions of a city street of a century ago” (the reference to “a century ago” having been made when the district was designated, in 1985) (see **Figure 9**).

In contrast, according to Planning Department preservation staff who reviewed the proposed project, “Development along Valencia Street is varied in terms of height and massing but there is a pattern of large lots, residential units above ground-floor businesses, and larger structures at comer lots. Within the Liberty-Hill Historic District, contributing buildings along Valencia Street, particularly comer buildings, are generally taller, more massive, and located on larger parcels than those at mid-block or

on the residential streets.”^{9e} As noted above, Sanborn Fire Insurance Maps indicate that a three-story residential building existing on the project site at the corner of Hill and Valencia Streets by 1889, with a three-story school building adjacent to the south on Valencia Street.

Of the 30 buildings within the district on the project block of Hill Street, the case report identifies 18 as Contributing Resources to the district, meaning that they are compatible with and enhance the district, and also retain sufficient integrity to convey the district’s important features. Another seven are Potential Contributors, generally meaning that they could be Contributors if incompatible changes are reversed or elements are removed. Five buildings are Incompatible; all of these were constructed after the district’s period of significance. Three of the Incompatible structures are on the project side of Hill Street, near the southeast corner of the historic district: these three multi-unit buildings were constructed in 1966 (41 Hill Street), 1970 (35 Hill Street), and 1987 (33 Hill Street), from west to east, and they visually separate the easternmost Contributing building on the south side of the block, at 25 Hill Street, from the great majority of the district Contributors. These buildings are shown on the map (Figure 8) and depicted in Figure 9. (The other two Incompatible buildings are single-family homes in the “San Francisco Marina” style built in the 1920s, and located near the west end of the block, on the opposite (north) side of the street (see Figure 8)).

CEQA Section 21084.1 states that “a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” A “historical resource” is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register).^{9f} In addition, a resource that (i) is identified as significant in a local register of historical resources, such as Article 10 and Article 11 of the *Planning Code* and certain other surveys that have been adopted by the City,^{9g} or (ii) is deemed significant due to its identification in an historical resources survey meeting the requirements of Public Resources Code Section 5024.1(g), is presumed to be historically significant “unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.” Finally, CEQA Section 21084.1 permits a lead agency to determine that a resource constitutes a historical

^{9e} Pilar LaValley, Planning Department Preservation Technical Specialist, *Negative Declaration Appeal Response, Historic Resources Evaluation*, April 23, 2010. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2007.1457E.

^{9f} Subsurface cultural (archeological) resources may also be historical resources if they are listed in, or determined eligible for listing in, the California Register.

^{9g} These include surveys of Dogpatch, the Central Waterfront, and North Beach, and the 1968 book *Here Today*.



45 – 47 Hill Street
(Potential Contributor; c. 1894)

49 Hill Street
(Contributor; 1882)

53 – 55 Hill Street
(Potential Contributor; 1883)



25 Hill Street
(Contributor; 1885)

33 Hill Street
(Incompatible; 1987)

35 Hill Street
(Incompatible; 1970)

41 Hill Street
(Incompatible; 1966)

resource even if the resource does not meet the foregoing criteria. A “substantial adverse change” is defined in Section 15064.5(b)(1) of the State CEQA Guidelines as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

The significance of an historical resource is “materially impaired,” according to State CEQA Guidelines Section 15064(b)(2), when a project “demolishes or materially alters, in an adverse manner, those physical characteristics” of the resource that:

- (A) “convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or”
- (B) “account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or”
- (C) “convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.”

Evaluation of the potential for proposed projects to affect historical resources is a two-step process; the first step is to determine whether the property is an “historical resource” as defined by State CEQA Guidelines Section 15064.5(a)(3), and, if it is an “historical resource,” the second step is to evaluate whether the action or project proposed by the sponsor would cause a “substantial adverse change” to the “historical resource.”^{9h} Because the Liberty-Hill Historic District is so designated in *Planning Code* Article 10, the district is considered a historical resource under CEQA. Therefore, the evaluation of potential adverse effects under CEQA must determine whether the proposed project would “demolish[] or materially alter[], in an adverse manner, those physical characteristics” of the Liberty-Hill Historic District that “account for its inclusion in a local register of historical resources”; that is, that account for the district’s listing as a historic district under Article 10.

As stated above, the significance of the district lies in the fact that it “encompasses a significant representation of nineteenth century middle class housing and developmental practices,” as a very early “suburb” that developed between the 1860s and just after the turn of the nineteenth century and

^{9h} San Francisco Preservation Bulletin No. 16, San Francisco Planning Department, “CEQA Review Procedures for Historic Resources,” Draft, March 31, 2008. Available on-line at: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5340_pp.1-2.

“contains examples of all architectural styles prevalent during the developmental period.” Hill Street, in particular, presents “an architectural set piece,” with continuous rows of bay windows on either side of the street, and “offers one of San Francisco’s most complete visions of a city street of [more than] a century ago.”

Although it would be higher than existing buildings, the proposed building would not adversely affect the historic character of the Liberty-Hill Historic District because it would not impact any characteristics that are unique to the district (building types, locally renowned architects, etc.).¹⁰ The proposed project would not alter the extant “suburban” characteristics of either the district as a whole or the project block of Hill Street in particular, in that the project would leave intact the entirety of development both within the Liberty-Hill Historic District and on the project block of Hill Street. The proposed project would not alter any of the distinctive architectural characteristics of the buildings on Hill Street and, while it would more definitively terminate the eastern boundary of the district just west of Valencia Street, the project would not interfere with the composition of Hill Street as “an architectural set piece.” All of the individual elements on Hill Street would remain in place. Moreover, by creating contrast with the scale of the buildings on Hill Street, the project would reinforce the feeling of a remnant suburban residential enclave, distinct from the nearby Valencia Street commercial corridor, that is characteristic of most of the district.

As described above, the existing structure on the project site is located outside the District’s irregular boundary and is, therefore, by definition, not considered to be a Contributor or a Potential Contributor to the Liberty-Hill Historic District. The proposed five-story building would be oriented toward Valencia Street, although its longer façade would be on Hill Street. It would not have a direct or indirect physical impact on the adjacent historic district because, although it would be taller than adjacent buildings and would be visible from Hill Street within the historic district, “the overall mass and scale [of the project] is compatible with the surrounding architectural fabric, both historic and non-historic, and with the existing development pattern of Valencia Street,” according to a review of the proposed project by Planning Department preservation staff.^{10a} As noted previously, the Planning Department staff review identified a pattern of “taller, more massive” buildings on Valencia Street within the historic district and, while the project site is outside the district, it would be consistent with this pattern along the portion of Valencia

¹⁰ W. Brad Brewster, Bay Area Group Manager, Cultural Resources, ESA, *Memorandum to San Francisco Planning Department, 1050 Valencia Street Structure - Historical Significance*, February 9, 2010. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

^{10a} Pilar LaValley, *Historic Resources Evaluation*, April 23, 2010 (see footnote 9e)

Street on the block to the north, which is within the historic district. As explained in the Planning Department historic review, "Since the district encompasses a portion of Valencia Street and classifies many of the existing, large, comer buildings therein as contributing resources, it appears that their mere size does not detract from the district." The Department's review continued, "The proposed project, while approximately one-story taller than the tallest building within the historic district, matches the varied development vocabulary contained in the historic district and Valencia Street corridor. The proposed project has a contemporary design that is compatible with the mixed variety of styles and buildings within the immediate neighborhood and does not create a false sense of history."^{10b} The proposed project ~~it~~ would not diminish the visual quality of the project site and would be constructed of a massing and style that would be consistent with and relate to the many building styles and forms present along the Valencia Street corridor, outside the district. As noted above, three Incompatible buildings constructed between 1966 and 1987 separate the majority of the district Contributors on Hill Street from the project site. Between these three buildings and the project site is one Contributing Resource, at 25 Hill Street, as well as a 50-foot-wide parcel that is outside the district. Together, the three Incompatible buildings and the 50-foot lot create a 130-foot-wide barrier between the project site and most of the Contributing Resources, with the 25 Hill Street structure as the only Contributing Resource on the south side of Hill Street within the first 245 feet west of Valencia Street, and 160 feet west of the project site. This distance would substantially attenuate any indirect effect of the proposed project on the historic district. The Planning Department historical review concluded, "Given the physical separation between the historic district and subject property, and the fact that the historic district contains buildings with a wide range of heights, particularly along Valencia Street, it does not appear that the proposed project would alter the immediate surroundings of the district such that the significance of the district would be materially impaired. Therefore, the proposed project would result in no adverse effect to off-site historical resources."^{10c} Therefore Accordingly, it can be concluded that the proposed project would not "demolish[] or materially alter[], in an adverse manner, those physical characteristics" of the Liberty-Hill Historic District that account for its inclusion in Article 10 of the Planning Code. adversely impact the adjacent historic district or any contributing buildings

^{10b} Ibid.

^{10c} Ibid.

~~to the district.~~ The proposed project would have a less-than-significant impact on historic architectural resources, either individually or cumulatively.^{10d}

b. Archeological Resources. As noted above, the existing commercial building was constructed on the site in 1970, and previously uses include residential and industrial/light industrial operations. According to a geotechnical investigation¹¹ prepared for the project, the project site is underlain by five feet of fill, composed of loose, poorly graded sand with clay, gravel, and rock and brick fragments. Beneath the fill are loose and medium dense clayey sands, dense, poorly graded sands, and very dense brown clayey sands. The proposed project would be supported on a stiffened mat foundation and the structural engineer may opt to use drilled piers for shoring and underpinning.

To accommodate the below-grade basement level, the proposed project would result in excavation to a depth of up to 17 feet below grade. However, according to the Planning Department's preliminary archeological assessment,¹² no CEQA-significant archeological resources are expected within the project-affected soils. Therefore, this impact is considered to be less than significant.

^{10d} Subsequent to publication of the PMND, at its June 16, 2010, meeting, the Historic Preservation Commission determined that the Department's CEQA review appeared to be adequate.

¹¹ Earth Mechanics Consulting Engineers, Geotechnical Investigation. *Planned Development at 1050 Valencia Street, San Francisco, California*. May 8, 2008. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

¹² San Francisco Planning Department, *MEA Preliminary Archeological Review Checklist*, June 11, 2008. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

c. and d. Paleontological and Geological Resources and Human Remains. There are no known paleontological resources, human remains, or unique geologic features at the project site. The project site is underlain by engineered fill, which is not considered paleontologically sensitive or geologically unique. Therefore, the project would not be expected to result in any adverse effects on these resources.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TR ANSPORTATION AND CIRCULATION—					
Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation models)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.) or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable to the project.

The project site is located at the southwest corner of the intersection of Valencia and Hill Streets, on the block bounded by 21st Street to the north, Valencia Street to the east, Guerrero Street to the west, and 22nd Street to the south. Valencia Street, a two-way north-south roadway, has 82½ feet of right of way (building edge to building edge, including sidewalks), which includes one 10½-foot-wide lane in each

direction and a 14-foot-wide center median that facilitates turning maneuvers and serves as an unpermitted temporary loading and parking area, primarily on weekends. On either side of Valencia Street is a 5-foot-wide striped bicycle lane, and a 9-foot-wide, metered on-street parking zone. Intersecting Valencia Street at the project site is Hill Street, a two-way east-west roadway. This portion of Hill Street is approximately 34 feet wide, with permit parking on both sides of the street. Valencia Street is designated as a Secondary Arterial, a Neighborhood Commercial Street, and a citywide bicycle route in the San Francisco *General Plan*.¹³

a. and b. Traffic and Level of Service. Based on Planning Department Transportation Impact Analysis Guidelines for Environmental Review (October 2002) (*SF Guidelines*), the proposed project would generate a net addition of approximately 540 person-trips per day, about 157 daily vehicle trips, and approximately 23 vehicle trips in the p.m. peak hour as compared to those generated by the existing restaurant on the site.¹⁴ Under existing conditions, the nearest intersections, at 21st and Valencia and 22nd and Valencia, operate at levels of service (LOS) B and C,¹⁵ respectively, and the project trips would not be expected to result in any substantial increase in average vehicle delay or degradation of LOS.¹⁶

d. and e. Traffic Hazards and Emergency Access. As noted above, as part of the project, the sponsor is proposing to widen a portion of the sidewalk along Hill Street by about six feet by extending the bulbout into the existing parking lane. This change, however, is not expected to result in any increased traffic hazards. ~~Vehicle access to the single loading/parking space proposed by the project would be from Hill Street, which has relatively low traffic volumes. Likewise, Furthermore,~~ emergency access to the project site would not be impeded, and the project would be accessible from both Valencia and Hill Streets.

g. Transit and Alternative Travel Modes. The project would generate about 20 peak-hour transit trips, according to the *SF Guidelines*. These additional riders could easily be accommodated on the multiple

¹³ Secondary Arterials are primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system. San Francisco *General Plan*, Transportation Element, Map 6, adopted July 1995.

¹⁴ ESA, Trip Generation Spreadsheet, 1050 Valencia, April 16, 2009. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

¹⁵ Ibid.

¹⁶ Level of service is a qualitative description of the operational performance of an intersection, based on the average delay per vehicle, ranging from LOS A (free flow or excellent conditions with short delays per vehicle) to LOS F (congested or overloaded conditions with extremely long delays per vehicle). Typically, LOS A through D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are unacceptable.

Muni lines (49-Mission-Van Ness, 14-Mission, 14L-Mission Limited, 49-Mission-Van Ness, and 48-Quintara/24th Street) and BART lines that exist in the project vicinity. Trips by walking and other modes, such as bicycling, would be relatively limited in number (approximately 16 in the peak hour) and would be accommodated by existing street and sidewalk conditions.

Pedestrian and Bicycle Circulation. Pedestrian access to the residential component of the proposed project would be via a residential entrance on Valencia Street, while pedestrian access to the retail component would be from ~~the corner~~ a second entrance at on Valencia ~~and Hill~~ Streets. Sidewalks in the project area have adequate capacity and are not congested; therefore, no pedestrian impacts would be anticipated. The project would provide 20 bicycle parking spaces (all in the basement), which would exceed the requirement of *Planning Code* Sec. 155.5, which requires one Class 1 bicycle parking space per every two dwelling units. In the project vicinity, there are designated bicycle routes on Valencia Street (Class 2) and 22nd Street. As adequate bicycle access and parking would be provided within the project, bicycle impacts would not be significant.

The project's incremental contribution to traffic and transit ridership and to travel by other modes would be too small to make a considerable contribution to any potential cumulative effects, and therefore cumulative effects would be less-than-significant.

f. Parking and Loading. The project would not provide ~~one~~ any off-street commercial or residential parking or loading spaces, ~~which, as mentioned above, would be accessible from Hill Street. No parking spaces would be provided to accommodate residential uses.~~ Based on the *SF Guidelines*, peak parking demand, which would occur in the evening and at night, would be about 34 spaces, resulting in a shortfall of about 34 spaces, since none would be provided. Parking is generally limited in the Mission District neighborhood and near the project site. Existing on-street parking adjacent to the project site and along Valencia and Hill Streets appears to be at capacity. Both sides of the Valencia Street are metered, while both sides of Hill Street are limited to 2-hour parking (between the hours of 9 a.m. and 8 p.m.) without an S Zone residential parking permit.

Under *California Public Resources Code* Section 21060.5, "environment" means "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance." San Francisco does not consider parking supply part of the permanent physical environment. Parking conditions are not static,

as parking supply and demand vary from day to day, from day to night, from month to month, etc. Hence, the availability of parking (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts to the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(1)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses the potential secondary effects. These impacts would, therefore, be less than significant.

Loading demand for the proposed project would be about eight truck stops per day, based on the Planning Department Guidelines; peak hourly demand would be less than one space. As noted above, the proposed project would not include ~~one~~ any loading spaces, ~~accessible via a curb cut and~~

~~driveway on Hill Street.~~ This would be consistent with *Planning Code* Section 152, which does not require any loading spaces for retail establishments under 10,000 square feet or for apartment buildings under 100,000 square feet. In the event that two or more loading vehicles need to access the site at the same time, one or more would either park on Valencia Street or Hill Street or possibly double park on Hill Street. Such occasional double-parking would not be expected to significantly impede traffic or cause safety concerns. Likewise, trash and recycling pickup would not adversely affect traffic.

Construction Impacts. Project construction would last approximately 18 months. During the construction period, temporary and intermittent transportation impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Any temporary sidewalk closure proposed during construction would be subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW).

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m. would coincide with peak hour traffic and could impede traffic flow. To the extent possible, truck movements should be limited to the hours of 9:00 a.m. and 3:30 p.m. to minimize disruption of the general traffic flow on adjacent streets.

A revocable encroachment permit from DPW would be required if materials storage and/or project staging is necessary within the rights-of-way of any surrounding streets. No bus stop relocation would be necessary.

During project construction, the approximately ten construction workers would rely on on-street parking in the project vicinity. Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles, but would not be expected to substantially affect parking conditions in the project vicinity. This impact would be limited to the estimated 18-month construction period.

Cumulative Transportation and Circulation Impacts. In terms of other proposed projects along Valencia Street corridor in close proximity to the project site (as described on page 22), the

1050 Valencia project would not combine with these other nearby projects to result in significant impacts because the projects, in combination, would not generate sufficient traffic, transit ridership, or other trips to adversely affect transportation conditions. Furthermore, the trips generated by other nearby projects would be generated at different locations several blocks from the project site and, thus, only a portion of trips to and from the various projects (including the proposed project) would overlap.

Conclusion. In light of the above, the project would not result in a significant effect with regard to transportation.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially impacted by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip.

Therefore, topics 6e and 6f are not applicable.

Applicable Regulations. Noise in San Francisco is regulated by the following state and local statutes and documents:

- The San Francisco Noise Ordinance (Article 29 of the Police Code, as amended in November 2008), which outlines the City's policy to prohibit unnecessary, excessive, and offensive noises from all sources subject to police power. Sections 2907 and 2908 of Article 29, enforced by the Department of Building Inspection, regulate construction equipment and construction work at night, while Section 2909, enforced by the Department of Public Health, provides for limits on stationary-source noise from machinery and equipment.
- California's Building Standards Code (Title 24 of the California Code of Regulations, which at the local level is enforced by the Department of Building Inspection) establishes energy efficiency standards for residential and non-residential building. Title 24 also contains noise insulation standards that require new multi-unit and hotel/motel structures to meet an interior noise level not exceeding 45 dBA (Ldn) in any habitable room and, where such units are proposed in areas subject to outdoor noise levels in excess of than 60 dBA (Ldn), acoustical studies must be conducted that demonstrate that the design of the building will reduce interior noise to 45 dBA (Ldn) or less. If compliance with the required interior noise levels would only occur with windows closed, an alternative means of ventilation must be provided.
- The *San Francisco General Plan*, which contains Land Use Compatibility Guidelines for Community Noise in its Environmental Protection Element.¹⁷ These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" outside noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while in areas where noise levels exceed 60 dBA, a detailed analysis of noise reduction requirements is typically necessary prior to final review and approval, and new construction or development of residential uses typically requires that noise insulation features be included in the design. Above noise levels of 65 dBA (Ldn), residential development is generally discouraged but, if permitted, noise insulation must be included in the design. The guidelines also indicate that commercial development such as retail establishments, movie theaters and restaurants, should be discouraged at noise levels above 77 dBA (Ldn).^{18,19}
- In addition, the EIR for the recently published *Eastern Neighborhoods Rezoning and Area Plan EIR* (Case No. 2004.0160E, Final EIR certified August 7, 2008), which covers the Mission District neighborhood in which the project site is located, contains mitigation measures intended to reduce potential conflicts between existing noise-generating uses and new sensitive receptors. One such measure requires the evaluation of the noise environment around any site where a noise-sensitive use is proposed, in advance of the first approval of such use, as well as conflicts

¹⁷ City and County of San Francisco, Planning Department, *San Francisco General Plan*, Environmental Protection Element, Policy 11.1.

¹⁸ Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

¹⁹ The residential guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

between new noise-generating uses and existing noise-sensitive uses, in order to reduce noise impacts of potentially incompatible uses to a less-than-significant level.

a., g. Noise Conditions in the Project Area. Ambient noise levels in the project vicinity are typical of noise levels found in San Francisco, which are dominated by vehicular traffic, including, cars, Muni buses, and emergency vehicles. Valencia Street, along the project's eastern façade, is a heavily traveled street, and generates moderate to high levels of traffic noise, while traffic noise along Hill Street is relatively mild. Observation indicates that surrounding land uses do not noticeably conduct noisy operations, with the exception that nighttime noise levels reflect Valencia Street as a nightlife destination. In general, the ambient noise level at sidewalk level in the project vicinity is approximately 70 dBA CNEL,²⁰ a noise level at which the proposed residential use is generally discouraged.²¹ Thus, the outdoor noise level at the project site exceeds the level prescribed in the General Plan and Title 24 for residential uses.

Noise Compatibility and Exposure of Persons to Ambient Noise. Based on modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH),²² the traffic noise level in the project area vicinity is generally between 65 dBA and 69 dBA. As noted above, noise measurement conducted over a 24-hour period in the project vicinity indicate that the overall noise level—including traffic and all other sources—is approximately 70 dBA, Ldn. Therefore, the proposed project would locate new residential units—considered to be “sensitive receptors”—in an environment with noise levels above those considered normally acceptable for residential uses. As such, the proposed project would be required to incorporate noise insulation features to ensure that indoor noise levels would be reduced by at least 25 decibels, thereby resulting in indoor noise levels that would not exceed 45 decibels (Ldn), the prescribed maximum level for residential uses. Thus, the proposed project would comply with the prescribed maximum interior noise level of 45 dBA (Ldn). According to the project architect, the project would incorporate noise insulation features including double-paned windows and insulated walls. Double-paned windows (when closed) typically offer 25 to 30 dBA noise reduction or more, meaning that the Building Code interior noise level would be met with windows

²⁰ A 24-hour noise measurement was conducted adjacent to the project site on January 12 and 13, 2010. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

²¹ City and County of San Francisco, Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final EIR, June 30, 2007*, Figure 19. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

²² Traffic noise map presented on DPH website: <http://www.sfdph.org/dph/EH/Noise/default.asp>.

closed. In addition, “z-ducts”—which allow for passive ventilation while acting as noise baffles to minimize the passage of exterior noise—would be incorporated into each unit’s exterior wall. This would allow for ventilation with windows closed, thereby reducing exterior noise that would otherwise enter a unit. DBI would review project plans for compliance with Title 24 noise standards and would not issue building permits until compliance is achieved.

While the General Plan discourages siting new sensitive noise receptors in areas above 60 dBA, the proposed residential use would be considered an infill development that is in keeping with the existing surrounding uses and pattern of development and is a principally permitted use within the applicable NCT zoning district. Furthermore, as stated above, the project sponsor would incorporate building features that would reduce interior noise levels within the dwelling units. Given the above, potential environmental impacts associated with locating sensitive receptors in an area that currently exceeds acceptable ambient noise levels for residential uses would be less than significant.

The project’s common outdoor use area (the rooftop deck) as well as private decks would be exposed to noise generated by traffic along Valencia Street. However, this impact would not be considered significant since all decks would be limited to project residents, who could choose not to use the decks during periods of excessive noise. Compliance with Title 24 standards and with the General Plan would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

a. – d. Construction Noise. Demolition, excavation, and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. According to the project sponsor, the construction period would last approximately 18 months. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would generally be limited to the period during which new foundations and exterior structural and facade elements would be constructed. Interior construction noise would be substantially reduced by exterior walls.

As noted above, construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools

(jackhammers, hoerammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance.

The closest sensitive noise receptors to the project site that have the potential to be adversely affected by construction noise are residences adjacent to the project site as well as the City College of San Francisco Mission campus, located at Valencia and 22nd Street, about half of a block south of the project site. Construction activities (other than pile driving, which would not be employed during project construction) typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. Moreover, no other construction projects are proposed in close enough proximity to the project site such that cumulative effects related to construction noise would be anticipated.²³

a., c. Project-Generated Noise. *Traffic Noise.* Generally, traffic must double in volume to produce a noticeable increase in average noise levels. Based on the transportation analysis prepared for the project (see Section 5, above), traffic volumes would not double on area streets as a result of the proposed project or expected cumulative traffic growth. Therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity (65.1-70.0 db), nor would the project contribute to any potential cumulative traffic noise effects.

Operational Noise. The project would include mechanical equipment that could produce operational noise, such as heating and ventilation systems and restaurant exhaust fans. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the *San Francisco Police Code*. As amended in

²³ To the extent that any components of the City's proposed Better Streets Plan may involve construction on or near Valencia Street, it is anticipated that the timing would be such that this construction would not overlap with the proposed project. Moreover, the improvements under the Better Streets Plan would result in relatively modest and short-term noise impacts consistent with work in the street right-of-way that commonly occurs from time to time.

November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, of 5 dBA in excess of the ambient noise level at the property line. Compliance with Article 29, Section 2909, would minimize noise from building operations. Furthermore, an existing restaurant on the property currently uses mechanical equipment that would be similar to what would be used by the new restaurant, resulting in minimal change in noise levels due to restaurant equipment. Based on the above, the noise effects related to building operation would not be significant, nor would the building contribute a considerable increment to any cumulative noise impacts from mechanical equipment.

Cumulative Noise Impacts. As discussed above, cumulative noise impacts related to construction of or operation of the proposed project would be considered less than significant. In light of the above, noise-related effects would be less than significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. A IR QUALITY—					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would be located within the San Francisco Bay Area Air Basin (Bay Area) which is designated as a nonattainment area for the state and federal ozone standards as well as the state particulate matter (PM-10 and PM-2.5) standards. The Bay Area is either in attainment or unclassified with respect to all other state and federal standards. As required by state and federal law, the 2001 Bay Area Ozone Attainment Plan and the 2005 Bay Area Ozone Strategy have been prepared to address

non-attainment of federal and state ozone standards. No plan for particulates has been prepared or is required under state air quality planning law.

The regional agency primarily responsible for developing the regional ozone plans is the Bay Area Air Quality Management District (BAAQMD). BAAQMD is also the agency with permit authority over most types of stationary sources in the San Francisco Bay Area. BAAQMD exercises permit authority through its Rules and Regulations. Both federal and state ozone plans rely heavily upon stationary source control measures set forth in BAAQMD's Rules and Regulations. The overall stationary source control program that is embodied by the BAAQMD Rules and Regulations has been developed such that new stationary sources can be allowed to operate in the Bay Area without obstructing the goals of the regional air quality plans.

a. – d. Construction Air Quality Emissions. Demolition, grading, and new construction activities would temporarily affect local air quality during the project's proposed 18-month construction schedule, causing temporary increases in particulate dust and other pollutants. Emissions generated from construction activities include dust (including PM-10 and PM-2.5)²⁴ primarily from "fugitive" sources, combustion emissions of criteria air pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], carbon monoxide [CO], sulfur oxides [SOx], and PM-10) primarily from operation of construction equipment and worker vehicles, and evaporative emissions (ROG) from asphalt paving and architectural coating applications. The BAAQMD CEQA Guidelines recognize that construction equipment emits ozone precursors, but indicate that such emissions are included in the emission inventory that is the basis for regional air quality plans.²⁵ Therefore, construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area.

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The

²⁴ Particles that are 10 microns or less in diameter and 2.5 microns or less in diameter, respectively.

²⁵ Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Demolition, excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

The project sponsors and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of DBI. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the *San Francisco Public Works Code*. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet

sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a polyethylene plastic tarp with a thickness of one-hundredths of one inch (or 10 mils), or equivalent, braced down, or use other equivalent soil stabilization techniques.

For project sites greater than one half-acre in size, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. However, since the proposed project is less than one half-acre in size, no site-specific Dust Control Plan will be required.

The project sponsor would be required to designate an individual to monitor compliance with dust control requirements. These regulations and procedures set forth by the *San Francisco Building Code* would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context (which includes the proposed projects along Valencia Street corridor discussed on page 22) is so small as to be virtually immeasurable, and as all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented, the contribution of construction emissions associated with the proposed project would not be cumulatively considerable.²⁶ These impacts would therefore be considered less than significant.

Operational Air Quality Emissions. The project would be located in a region that experiences occasional violations of ozone and PM standards. Though the regional monitoring network no longer records violations of the carbon monoxide standard, congestion on busy roadways and intersections

²⁶ To the extent that any components of the City's proposed Better Streets Plan may involve construction on or near Valencia Street, it is anticipated that the timing would be such that this construction would not overlap with the proposed project. Moreover, such improvements would not result in substantial air quality impacts that could combine with project impacts to be cumulatively significant.

could lead to local carbon monoxide hotspots, particularly during peak traffic hours. According to the BAAQMD, local carbon monoxide hotspots can occur for projects in which: 1) vehicle emissions of CO would exceed 550 pounds per day, 2) project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F, 3) project traffic would increase traffic volumes on nearby roadways by 10 percent or more (unless the increase is less than 100 vehicles per hour), or 4) have roadways within 500 feet of the project site with traffic volumes of 100,000 vehicles per day or more. As the net increase in peak hour traffic generated by the project would be very minimal and well below 100 vehicles per hour (23 net new trips during the p.m. peak hour), none of the intersections in the vicinity of the project site meet any of the first three criteria. Moreover, the project's 23 net new p.m. peak-hour vehicle trips would not measurably affect CO concentrations. Hence further analysis of local carbon monoxide concentrations was not conducted and would not be required.

With respect to the operational-phase of the project, emissions would be generated primarily from motor vehicle trips to the project site and emissions from stationary equipment, to a lesser extent. The BAAQMD CEQA Guidelines consider a project's impact on the regional air quality to be significant if the ROG, NO_x or PM-10 emissions exceed a significance threshold of 80 pounds per day. Generally, projects generating less than 2,000 trips per day are not expected to generate emissions that would exceed the BAAQMD significance thresholds (BAAQMD, 1999).

The proposed project site is currently occupied by a 1,670-square-foot restaurant. The proposed mixed-use building would result in a net increase of approximately 157 daily vehicle trips (as compared to the existing uses). The net increase of 157 vehicle trips per day would generate emissions that would be well below the BAAQMD significance thresholds. Therefore, the project would not significantly affect air quality in the region, conflict with, or obstruct implementation of the applicable Air Quality Attainment Plans. While project-related motor vehicle emissions would contribute incrementally to regional ozone and PM concentrations, the effect would not be cumulatively considerable.

Any stationary sources on site would be subject to the BAAQMD Rules and Regulations. Compliance with BAAQMD Rules and Regulations would ensure that the project would not conflict with or obstruct implementation of the applicable air quality plans.

Greenhouse Gases. Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs), because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated in global climate change (also referred to as the “greenhouse effect” and “global warming”). Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth’s climate caused by natural fluctuations and anthropogenic activities that alter the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth’s atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide, methane, and nitrous oxide are largely emitted from human activities, accelerating the rate at which these compounds occur within the atmosphere. Carbon dioxide is the “reference gas” for climate change, meaning that emissions of GHGs are typically reported in “carbon dioxide-equivalents” measures (CO₂E), based on each gas’s heat absorption (or “global warming”) potential. Carbon dioxide is largely a by-product of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Nitrous oxide is emitted in agricultural and industrial activities and during combustion of fossil fuel and solid waste. Other GHGs, with much greater heat-absorption potential, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Some of the potential impacts in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years²⁷ Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

²⁷ California Air Resources Board (ARB) website (<http://www.arb.ca.gov/cc/ccei/meetings/120106workshop/intropres12106.pdf>). Accessed January 22, 2010.

The California Energy Commission (CEC) estimated that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.²⁸ The CEC found that transportation is the source of 38 percent of the state's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industry at 13 percent. In the Bay Area, fossil fuel consumption for transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) is likewise the single largest source of the Bay Area's GHG emissions, accounting for more than 40 percent of the Bay Area's 102.6 million tons of GHG emissions in 2007. Industrial and commercial sources (including office and retail uses) were the second largest contributors of GHG emissions with about 34 percent of total emissions. Electricity production accounts almost 15 percent of the Bay Area's GHG emissions, followed by domestic sources (e.g., home water heaters, furnaces, etc.) at 6.6 percent. Oil refining currently accounts for approximately 14 percent of the total Bay Area GHG emissions.²⁹

Statewide Actions. In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.³⁰

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. On December 11, 2008, CARB approved a *Scoping Plan* to meet the 2020

²⁸ California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 -Final Staff Report*, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the Internet at: <http://www.arb.ca.gov/cc/inventory/inventory.htm>. Accessed January 22, 2010.

²⁹ BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, December 2008. Available on the internet at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_003_000_000_000.ashx.

³⁰ California Air Resources Board (CARB), *Climate Change Scoping Plan: A Framework for Change*, December 2008. Available on the internet at: <http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm>. Accessed December 11, 2008.

GHG reduction limits outlined in AB 32. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels (2008). The *Scoping Plan* estimates a reduction of 174 million metric tons (about 191 million U.S. tons) of CO₂E. Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, the Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 57.3 million metric tons (63 million U.S. tons) of CO₂E. Emissions from the electricity sector are expected to reduce another 49.7 million metric tons (55 million U.S. tons) of CO₂E. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33% renewable energy by 2020), and the existing million solar roofs program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Regional GHG targets are also expected to yield a reduction of 5 million metric tons (5.5 million U.S. tons) of CO₂E.³¹ Measures that could become effective during implementation pertain to construction-related equipment and building and appliance energy efficiency. Some proposed early action measures will require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA). Applicable early action measures that are ultimately adopted will become effective during implementation of the proposed project and the proposed project could be subject to these requirements, depending on the Project's timeline.

Local Actions. San Francisco has a history of environmental protection policies and programs aimed at improving the quality of life for San Francisco's residents and reducing impacts on the environment. The following plans, policies and legislation demonstrate San Francisco's continued commitment to environmental protection.

³¹ *Ibid.*

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the *City Charter* with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the *Sustainability Plan* for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy. The Sustainability Plan is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Although the Sustainability Plan became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The Sustainability Plan serves as a blueprint, with many of its individual proposals requiring further development and public comment.

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the *Electricity Resource Plan* to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*.³² The *Climate Action Plan* provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors

³² San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions*, September 2004.

has not formally committed the City to perform the actions addressed in the *Plan*, and many of the actions require further development and commitment of resources, the *Plan* serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's *Zero Emissions 2020 Plan* focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the *Environment Code*, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 69 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco *Environment Code* to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable General Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO₂ emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.³³

The Green Building Ordinance also continues San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004

³³ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

Climate Action Plan. In addition, by reducing San Francisco's emissions, this ordinance also furthers the State's efforts to reduce greenhouse gas emissions statewide as mandated by the California Global Warming Solutions Act of 2006.

The City has also passed ordinances to reduce waste from retail and commercial operations and to require recycling and composting in residential and commercial buildings. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags. Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash.

The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

The City's *Planning Code* reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve streetscape policies throughout the City, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options. The City also provides incentives to City employees to use alternative commute modes and the City recently introduced legislation that would require almost all employers to have comparable programs.

Each of the policies and ordinances discussed above include measures that would decrease the amount of GHGs emitted into the atmosphere and decrease San Francisco's overall contribution to climate change.

Impacts. Although neither the BAAQMD nor any other agency has adopted significance criteria for evaluating a project's contribution to climate change,³⁴ the Governor's Office of Planning and Research (OPR) has asked the California Air Resources Board to "recommend a method for setting thresholds of significance to encourage consistency and uniformity in the CEQA analysis of GHG emissions" throughout the state because OPR has recognized that "the global nature of climate change warrants investigation of a statewide threshold for GHG emissions."³⁵ In the interim, on June 19, 2008, OPR released a Technical Advisory for addressing climate change through CEQA review. OPR's technical advisory offers informal guidance on the steps that lead agencies should take to address climate changes in their CEQA documents, in the absence of statewide thresholds. Pursuant to Senate Bill 97, OPR has developed, and the California Resources Agency has adopted amendments to the CEQA Guidelines to incorporate analysis of effects of GHG emissions.³⁶

The Guidelines revisions include a new section (Sec. 15064.4) specifically addressing the significance of GHG emissions. Section 15064.4 calls for a "good-faith effort" to "describe, calculate or estimate" GHG emissions; Section 15064.4 further states that the significance of GHG impacts should include consideration of the extent to which the project would increase or reduce greenhouse gas emissions; exceed a locally applicable threshold of significance; and comply with "regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." The revisions also state that a project may be found to have a less-than-significant impact if it complies with an adopted plan that includes specific measures to sufficiently reduce GHG emissions (Sec. 15064(h)(3)).

³⁴ As of January 2010, BAAQMD is preparing an update to its *CEQA Guidelines* that propose a significance test for GHG emissions based on compliance with a qualified Climate Action Plan or annual emissions of 1,100 metric tons or 4.6 metric tons per "service population" (residents plus employees). (BAAQMD, *California Environmental Quality Act (CEQA) Air Quality Guidelines*, draft, December 2009. Available on the internet at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Draft%20BAAQMD%20CEQA%20Guidelines_Dec%207%202009.ashx.) Reviewed January 7, 2010.

³⁵ Governor's Office of Planning and Research. Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review. June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed January 22, 2010.

³⁶ The California Natural Resources Agency issued a final version of the revised CEQA Guidelines on December 30, 2009. The new Guidelines will not become effective until reviewed by the state Office of Administrative Law, which is anticipated to approve the revised Guidelines for incorporation by the Secretary of State into the California Code of Regulations in April 2010.

The revised Guidelines, however, do not require or recommend an analysis methodology or a test for determining significance. Therefore, the following analysis is based on OPR's 2008 Technical Advisory, which recommends the following approach for analyzing GHG emissions:

- 1) Identify and quantify the project's GHG emissions;
- 2) Assess the significance of the impact on climate change; and
- 3) If the impact is found to be significant, identify alternatives and/ or mitigation measures that would reduce the impact to a less-than-significant level.

The following analysis is based on OPR's recommended approach for determining a project's contribution to and impact on climate change.

Identifying and quantifying a project's greenhouse gas emissions. OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." State law defines GHG to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. However, the GHG calculation does include emissions from CO₂, nitrous oxide, and methane, as recommended by OPR. The informal guidelines also advise that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water usage and construction activities. The calculation presented below includes CO₂E GHG emissions from the construction period, as well as annual CO₂E GHG emissions from increased vehicular traffic, energy consumption, as well as estimated GHG emissions from solid waste disposal. While San Francisco's population and businesses are expected to increase, overall projected water demand for San Francisco in 2030 is expected to decrease from current water demand due to improvements in plumbing code requirements and additional water conservation measures implemented by the San Francisco Public Utilities Commission (SFPUC).³⁷ Given the anticipated degree of water conservation, GHG emissions associated with the transport and treatment of water usage would similarly decrease through 2030, and therefore increased GHG emissions from water usage is not expected.

³⁷ The San Francisco Public Utilities Commission's (SFPUC) *City and County of San Francisco Retail Water Demands and Conservation Potential*, November 2004, documents the current and projected water demand given population and housing projections from Citywide Planning. This document is available at the SFPUC's website at: http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/165/C_ID/2281. Accessed July 28, 2008. The analysis provides projections of future (2030) water demand given anticipated water conservation measures from plumbing code changes, measures the SFPUC currently implements, and other measures the SFPUC anticipates on implementing. Conservation measures the SFPUC currently implements results in an overall reduction of 0.64 million gallons of water per day (mgd).

The proposed project would increase activity onsite by demolishing the existing one-story structure on the site and constructing a mixed-use building containing restaurant and residential uses. Therefore, the project would contribute to annual long-term increases in GHGs as a result of traffic increases (mobile sources) and operations associated with heating, energy use, water usage and wastewater treatment, and solid waste disposal (area sources). Construction of the project would emit approximately 227 tons of CO₂E.^{38,39} Direct project CO₂E emissions (including CO₂, methane, and nitrous oxide emissions) would include 213 tons of CO₂E/year from transportation and 33 tons of CO₂E/year from heating, for a total of 246 tons of CO₂E/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 51 tons of CO₂E/year) and from anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 124 tons of CO₂E/year), for a GHG emissions total of approximately 421 tons of CO₂E/year. Annual emissions would represent less than one-thousandths of one percent (0.001 percent) of total Bay Area GHGs emitted in 2002.⁴⁰

The above calculations do not take into account reductions in GHG generation that would be anticipated as a result of the project's proposed US Green Building Council Leadership in Energy and Environmental Design (LEED) certification (see Project Description). Although the exact measures have not yet been determined, the project would incorporate best management practices and innovative technologies in sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality where feasible. As a result, GHG emissions would be anticipated to be lower than for a comparable non-LEED-certified building.

Assessing the significance of the impact on climate change. The project's incremental increases in GHG emissions associated with construction, traffic increases and heating, electricity use, and solid waste disposal would contribute to regional and global increases in GHG emissions and associated climate change effects.

³⁸ Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

³⁹ ESA, *1050 Valencia Street Project Greenhouse Gas Emissions Calculation*, July 9, 2009. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

⁴⁰ The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2002 at approximately 85 million CO₂E tons. Bay Area 2002 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the Bay Area.

The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007 is approximately 427 million metric tons (470 million U.S. tons) of CO₂E. The project's annual contribution would be less than 0.0001 percent of this total 2020 emissions limit, and therefore the project would not generate sufficient emissions of GHGs to contribute considerably to the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32, nor would the project conflict with San Francisco's local actions to reduce GHG emissions.

OPR's guidance states that "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project." And, "In determining whether a proposed project's emissions are cumulatively considerable, the lead agency must consider the impact of the project when viewed in connection with the effects of "past, current and probable future projects."

As discussed previously, San Francisco has been actively pursuing cleaner energy, transportation and solid waste policies. Probable future greenhouse gas reductions will be realized by implementation of the City's Green Building Ordinance. Additionally, the recommendations outlined in the AB 32 *Scoping Plan* will likely realize major reductions in vehicle emissions.

Further, the State of California Attorney General's office has compiled a list of GHG reduction measures that could be applied to a diverse range of projects.⁴¹ The project would meet the intent of many of the GHG reduction measures identified by the Attorney General's office: (1) as infill development, the project would be constructed in an urban area with good transit access, reducing vehicle trips and vehicle miles traveled, and therefore the project's transportation-related GHG emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco;⁴² (2) as new construction, the

⁴¹ State of California, Department of Justice, "The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level." Updated 3/11/08. Available at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf. Accessed 04/11/2008

⁴² The California Air Pollution Control Officer's, CEQA and Climate Change (January 2008) white paper identifies infill development as yielding a "high" emissions reduction score (between 3-30%). This paper is available online at: <http://www.capcoa.org/CEQA/CAPCOA%20White%20Paper.pdf>. Accessed January 22, 2010.

project would be required to meet California Energy Efficiency Standards for Residential and Nonresidential Buildings, helping to reduce future energy demand as well as reduce the project's contribution to cumulative regional GHG emissions; (3) the project would also be required to comply with the Construction Demolition and Debris Recovery Ordinance, requiring at least 65 percent of all construction and demolition material to be diverted from landfills, as well as the Mandatory Recycling and Composting Ordinance; (4) the project would plant new trees, thereby potentially aiding in carbon sequestration;⁴³ and (5) the proposed project would achieve LEED® certification, which would further reduce its short- and long-term impact on global climate change.

Given that: (1) the project would not contribute significantly to global climate change such that would impede the State's ability to meet its GHG reduction targets under AB 32, or impede San Francisco's ability to meet its GHG reduction targets under the Greenhouse Gas Reduction Ordinance (and would not exceed the BAAQMD's proposed significance threshold); (2) San Francisco has implemented programs to reduce GHG emissions specific to new construction; and (3) current and probable future state and local GHG reduction measures will likely reduce a project's contribution to climate change, the project would not contribute significantly, either individually or cumulatively, to global climate change.

Roadway-Related Exposure to Toxic Air Contaminants. The California Air Resources Board (CARB) established its statewide comprehensive air toxics program in the early 1980s. CARB created California's program in response to the Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner, 1983) to reduce exposure to air toxics. CARB identifies 244 substances as Toxic Air Contaminants (TACs) that are known or suspected to be emitted in California and have potential adverse health effects. Public health research consistently demonstrates that pollutant levels are significantly higher near freeways and busy roadways. Human health studies demonstrate that children living within 100 to 200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic and acute health effects may result from exposure to TACs. In 2005, CARB issued guidance on preventing roadway related air quality conflicts, suggesting localities "avoid siting new sensitive land uses within 500 feet of a freeway [or other] urban roads with volumes

⁴³ Carbon sequestration is the capture and long-term storage of carbon dioxide before it is emitted into the atmosphere.

of more than 100,000 vehicles/day.”⁴⁴ However, there are no existing federal or state regulations to protect sensitive land uses from roadway air pollutants.

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.⁴⁵ Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 50-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more dwelling units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).⁴⁶ If this standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

The project site, at 1050 Valencia Street, is located within a dense urban environment. However, the maximum traffic volumes experienced on local streets near the project site are along Guerrero Street, which, at 26,905 vehicles per day, are still far below the 100,000 vehicles per day threshold. The closest roadway that experiences traffic volumes in excess of 100,000 vehicles per day is U.S. Highway 101,

⁴⁴ California Air Resources Board, *2005 Air Quality and Land Use Handbook: A Community Health Perspective*, <http://www.arb.ca.gov/ch/landuse.htm>, accessed September 8, 2008.

⁴⁵ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://dphwww.sfdph.org/phes/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2009.

⁴⁶ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

located over 1,500 meters east of the project site. For these reasons, the project is not subject to the San Francisco Health Code provisions in Article 38 and this impact would be less than significant.

e. Odors. As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses are currently located within the project vicinity, nor does the project propose uses that would generate objectionable odors. The residential uses are not expected to omit substantial odors and proposed restaurant uses would replace an existing restaurant on the site. Therefore, no noticeable new odors are expected to occur with the implementation of the proposed project.

In light of the above, effects related to air quality would not be significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Wind. Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The nature of development in the project vicinity is generally small-scale and the project would not result in adverse effects on ground-level winds. Additionally, the proposed project would plant one additional Brisbane box (a type of a *Eucalyptus*) tree along Hill Street, further reducing wind speeds in the project vicinity and regulating the immediate climate. Accordingly, the proposed project would result in a less-than-significant wind impact.

b. Shadow. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces, under the jurisdiction of the Recreation and Park Commission, from shadowing by new and altered structures during the period between one hour

after sunrise and one hour before sunset, year round. Section 295 restricts new shade and shadow upon public spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. In a memo issued on September 16, 2009, the Planning Department determined that the proposed project would not result in adverse shadow impacts, as defined under Proposition K and Section 295 of the *San Francisco Planning Code*, negating the need for a detailed shadow fan analysis.⁴⁷

The closest public open spaces in the vicinity of the project site that falls under the jurisdiction of the Recreation and Park Department are the Mission Playground, located about two blocks north of the project site, the Alioto Mini-Park, located about four blocks northeast of the project site, the Jose Coronado Playground, located about five blocks east of the project site, and the Mission Dolores Park, located about five block northwest of the project site. The proposed building would not be tall enough to result in additional shading on any of these parks and open spaces. Because no Recreation and Park Department public open spaces would experience additional shading due to the proposed project, the project is not expected to result in a significant effect with regard to new shadow or contribute to any potential cumulative shading impacts on Recreation and Park Department property.

The proposed project would add new shade to surrounding properties because the proposed building would be larger in massing than the existing building and would cover the entire lot. However, the new shading that would result from the project's construction is expected to be limited in scope, and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. The loss of sunlight on private property, because of the dense urban environment of San Francisco, is rarely considered by the Planning Department to be a significant impact on the environment under CEQA. Although patrons and residents of the mixed-use and residential buildings immediately adjacent to the site may regard the increase in shadow as an inconvenience, increased shadow as a result of the proposed project would not be considered a significant impact under CEQA.

⁴⁷ Copy of the memo addressing the project's ineligibility for review under Proposition K is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION AND PUBLIC SPACE—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. – c. Parks and Recreational Facilities. Recreation and Park Department properties in the project vicinity include the Mission Playground (an approximately 1.8-acre park located at 19th and Valencia Street, about two blocks north of the project site), the Alioto Mini-Park (an approximately 0.2-acre park located at 20th and Capp Streets, about four blocks northeast of the project site), the Jose Coronado Playground (an approximately 0.8-acre park located at 21st and Shotwell Streets, about five blocks east of the project site), and the Dolores Park (an approximately 13.4-acre park, located at 20th and Dolores Streets, about five block northwest of the project site). Combined, these facilities provide a wide range of facilities for recreational and passive uses, including tennis and basketball courts, soccer areas, an outdoor swimming pool, play structures, community gardens, walkways, picnic tables and grassy areas.

The proposed project would provide some recreational uses onsite for the residents, in the form of a rooftop terrace and private decks for some units. However, the project would not include any courtyards or rear yards (as noted above, the project would require a rear yard modification per Section 134(e) of the San Francisco *Planning Code*). Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park, such that substantial physical deterioration would be expected. The permanent residential population on the site and the incremental on-site daytime population growth that would result from the proposed commercial use would not require the construction of new recreational facilities or the expansion of existing facilities.

The project would have a less-than-significant effect on existing recreational facilities, and would not contribute substantially to cumulative effects.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by utility service systems, including water, wastewater and storm water collection and treatment, and solid waste collection and disposal. The proposed project would add new daytime and temporary nighttime population to the site that would increase the demand for utilities and service systems on the site, but not in excess of amounts expected and provided for in the project area.

a. – c. and e. Wastewater and Stormwater Services. The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant (Southeast Plant) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. No new sewer or stormwater facilities or construction would be needed to serve the proposed project. The proposed project would

meet the wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance in order to meet Regional Water Quality Control Board requirements.⁴⁸ The proposed project would add residential units and commercial uses to the project site, which would incrementally increase the demand for wastewater and stormwater treatment services, but not in excess of amounts expected and provided for in the project area.

The project site is currently covered with impervious surfaces and the proposed project would not create any additional impervious surfaces, resulting in little effect on the total storm water volume discharged through the combined sewer system. While the proposed project would add to sewage flows in the area, it would not cause collection treatment capacity of the sewer system in the City to be exceeded. In light of the above, the proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board and would not require the construction of new wastewater/storm water treatment facilities or expansion of existing ones. Therefore, the proposed project would result in a less-than-significant wastewater impact.

Furthermore, in 2005, the San Francisco Public Utilities Commission launched a citywide \$150 million 5-Year Wastewater Capital Improvement Program (5-Yr WWCIP) to improve the reliability and efficiency of San Francisco's combined wastewater and storm water system. It is anticipated that over the course of the next few years the 5-Yr WWCIP would help address the most critical needs of the City's aging wastewater system, improving the capacity of sewer mains, upgrading treatment facilities and reducing wastewater odors. The 5-Yr WWCIP is a parallel effort to the upcoming San Francisco Sewer System Master Plan, which would provide a long-term plan to address the entire wastewater system.⁴⁹ Therefore, the project would result in a less-than-significant impact to wastewater systems.

d. Water Supply. The proposed project would add residential units and commercial (restaurant) uses to the project site, which would increase the demand for water on the site, but not in excess of amounts expected and provided for in the project area. Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase in demand could be

⁴⁸ City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

⁴⁹ San Francisco Public Utilities Commission, http://sfwater.org/msc_main.cfm/MC_ID/14/MSC_ID/119, accessed February 2, 2009.

accommodated within anticipated water use and supply for San Francisco.⁵⁰ The proposed project would also be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California Building Code* Section 402.0(c). Since the proposed project's water demand could be accommodated by the existing and planned supply anticipated under the San Francisco Public Utility Commission's 2005 UWMP the proposed project would result in less-than-significant water service impacts.

f. Solid Waste. According to the California State Integrated Waste Management Act of 1989, San Francisco is required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the Integrated Waste Management Board. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a landfill. The diversion percentage increased in 2002 from 52 percent in 2001.⁵¹ Additionally, the City has a goal to divert most (75 percent) of its solid waste (through recycling, composing, etc.) by 2010 and to divert all waste by 2020.⁵²

Solid waste from the project site would be collected by Sunset Scavenger Company and hauled to the Norcal transfer station near Candlestick Point, and recycled as feasible, with non-recyclables being disposed of at the Altamont Landfill in Alameda County, where it is required to meet federal, state and local solid waste regulations. The Altamont Landfill has a permitted maximum disposal of 6,000 tons per day and received about 1.34 million tons of waste in 2002. The total permitted capacity of the landfill is more than 124 million cubic yards; with this capacity, the landfill can operate until 2025.⁵³ Although the proposed project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of

⁵⁰ San Francisco Public Utility Commission, 2005 UWMP. The 2005 UWMP uses the San Francisco Planning Department's current long range growth projections – Land Use Allocation 2002 – an estimate of total growth expected in the City and County of San Francisco from 2000 – 2025. These projections have similar employment growth and approximately 15,000 higher household growth than ABAG Projections 2002.

⁵¹ City and County of San Francisco, Office of the Controller, Community Indicators Report, http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm, accessed on September 14, 2009.

⁵² San Francisco Department of the Environment, http://www.sfenvironment.org/our_programs/overview.html?ssi=3, accessed March 3, 2008.

⁵³ California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill, <http://www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=3&FACID=01-AA-0009>, accessed December 6, 2007.

total waste that requires deposition into the landfill. As discussed previously, San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. Given this, and given the long-term capacity available at the Altamont Landfill, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would result in a less-than-significant solid waste generation impact.

For the reasons discussed above, utilities and service systems would not be adversely affected by the project, individually or cumulatively, and no significant impact would ensue.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES—					
Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Governmental Facilities and Services.

Fire Protection. The project site receives fire protection services from the San Francisco Fire Department (SFFD). Fire stations located nearby include Station 7, at 19th and Folsom Streets (approximately nine blocks northeast of the project site) and Station 11 at 26th and Church Streets (eight blocks southwest of the project site). The SFFD is made up of 1,629 uniformed firefighters, paramedics, officers, and inspectors. Although the proposed project would increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not be substantial in light of existing demand for fire protection services.

Furthermore, the proposed project would be required to comply with all applicable building and fire codes, which establish requirements pertaining to fire protection systems, including, but not limited to, the provision of state-mandated smoke alarms, fire alarm and sprinkler systems, fire extinguishers, required number and location of egress with appropriate distance separation, and emergency response notification systems. Since the proposed project would be required to comply with all applicable building and fire codes, and the proposed project would result in an incremental increase in demand, it would not result in the need for new fire protection facilities, and would not result in significant impacts to the physical environment. Hence, the proposed project would have a less-than-significant impact on fire protection services.

Police Protection. The proposed project, being a more intensive use of the project site than currently exists, would incrementally increase police service calls in the project area. Police protection is provided by the Mission Police Station located at 17th and Valencia Streets, approximately five blocks north of the project site. Although the proposed project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not be substantial in light of the existing demand for police and fire protection services. The Mission Station would be able to provide the necessary police services and crime prevention in the area. Meeting this additional service demand would not require the construction of new police facilities. Hence, the proposed project would have a less-than-significant impact on police services.

Schools. Nearby public schools include Cesar Chavez Elementary School (22nd and Shotwell Streets, six blocks from the site), George R. Moscone Elementary School (Harrison and 22rd Streets, about nine blocks from the site), Horace Mann Alternative Middle School (23rd and Bartlett Streets, about three blocks from the site), James Lick Middle School (25th and Noe Streets, nine blocks from the site) and Mission High School (18th and Dolores Streets, about six blocks from the site). The proposed project, a mix of commercial and residential uses, would incrementally increase the number of school-aged children that would attend public schools in the project area. However, this increase would not exceed the projected student capacities that are expected and provided for by the San Francisco Unified School District as well as private schools in the project area. Therefore, the implementation of the proposed project would not necessitate the need for new or physically altered schools.

In light of the above, public services would not be adversely affected by the project, individually or cumulatively, and no significant effect would ensue.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. BIOL OGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. and d. Habitat and Wildlife. The project site does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect or substantially diminish plant or animal habitats, including riparian or wetland habitat. The proposed project would not interfere with any resident or migratory species, nor affect any rare, threatened or endangered species. The proposed project would not interfere with species movement or migratory corridors. The proposed project would not conflict with any local policies or ordinances directed at protecting biological resources.

b. Riparian Habitat/Other Sensitive Natural Community. The proposed project is located in a developed area completely covered by impervious surfaces. The project area does not include riparian

habitat or other sensitive natural communities as defined by the California Department of Fish and Game and the United States Fish and Wildlife Service; therefore, criterion 12b is not applicable to the proposed project.

c. Federally Protected Wetlands. The project area does not contain any wetlands as defined by Section 404 of the Clean Water Act. Therefore this criterion is not applicable to the proposed project.

e. Trees. The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, *Public Works Code* Sections 801 et. seq., to require a permit from the Department of Public Works (DPW) to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. There are currently three Bay Laurel trees located on the sidewalks adjacent to the project site, one on Valencia Street and two on Hill Street. These trees would be replaced with the implementation of the proposed project. The project sponsor would also plant two additional Brisbane box (a type of a *Eucalyptus*) trees along Hill Street to be in compliance with Section 143 of the *Planning Code*, which requires that one 24-inch box tree be planted every 20 feet of property frontage along each street, with any remaining fraction of 10 feet or more of frontage requiring an additional tree. Any additional tree plantings along Valencia Street, however, would not be possible because the project site is located on a corner lot and no trees are permitted within 15 feet of the corner and also because the location of sidewalk fixtures would prohibit a tree planting along the Valencia Street frontage.

f. Habitat Conservation Plans. The proposed project does not fall within any local, regional or state habitat conservation plans. Therefore, criterion 12f is not applicable to the proposed project.

For the above reasons, the project would not result in any significant effects with regard to biological resources, nor would the project contribute to any potential cumulative effects to biological resources.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY, SOILS, AND SEISMICITY—					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. – d. Seismic and Geologic Hazards. The project site is not located in an Alquist-Priolo Special Studies Zone. No known active fault exists on or in the immediate vicinity of the site.⁵⁴ In a seismically active area, such as the San Francisco Bay area, the possibility exists for future faulting in areas where no faults previously existed. The geotechnical investigation performed for the project site concludes that the likelihood of ground rupture is low.⁵⁵ The closest active faults are the San Andreas Fault, approximately located about six miles southwest of the project site, and the Hayward Fault, about 12 miles east of the project site.

⁵⁴ California State Department of Conservation, Division of Mines and Geology (CDMG) *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [http://www.consrv.ca.gov], November 16, 1998, and CDMG, *Fault Rupture Hazard Zones in California Alquist Priolo Earthquake Zoning Act*, Special Publication 42, Revised 1997.

⁵⁵ Earth Mechanics Consulting Engineers, Geotechnical Investigation. *Planned Development at 1050 Valencia Street, San Francisco, California*. May 8, 2008. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the city subject to geologic hazards. The project site is located in an area subject to “very strong” groundshaking (Modified Mercalli Intensity VIII) from earthquakes along the Peninsula segment of the San Andreas Fault and the North and South segments of the Hayward Fault (Map 2 of the Community Safety Element).⁵⁶ Like the entire San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake on regional fault lines.

According to the geotechnical investigation, the project site is located within a seismic hazard zone for liquefaction, as mapped by the California Division of Mines and Geology for the City and County of San Francisco in 2000. However, the report notes that the earth materials encountered in the boring conducted for the project below the groundwater table were sufficiently dense and/or contained enough plastic fines to render the potential for liquefaction to occur as low. Thus, the report concludes that the potential for liquefaction (or lateral spreading) with the proposed project would be low.

According to the maps prepared by the California Division of Mines and Geology for the City and County of San Francisco in 2000 (as referenced by the geotechnical investigation) and based on Map 5 of the Community Safety Element of the *General Plan*, the project site does not lie within an area subject to earthquake-induced landslides. The project site is also outside of the area subject to tsunami run-up (Maps 6 of the Community Safety Element) and is also not located within a reservoir inundation area.⁵⁷

The project site is at an elevation of 68 feet above Mean Sea Level (MSL)⁵⁸ and is gently sloped downward toward the northeast. The 3,315-square-foot lot currently contains an existing commercial building and an outdoor patio. The entire lot is covered by impervious surfaces and the proposed project would not significantly alter drainage patterns. Therefore, the proposed project would not result in a loss of top soil, nor result in substantial soil erosion on the project site or surrounding properties. While the project would include excavation for a proposed basement level and thus would change the topography of the site, no significant impact would ensue.

⁵⁶ Continued research has resulted in revisions to ABAG’s earthquake hazard maps. Available on ABAG website (viewed June 11, 2009) at: <http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html>. Based on the 2003 ABAG mapping, the shaking hazard potential at the project site is considered to be “violent” and could cause significant damage in the project vicinity. However, ABAG notes, “The damage, however, will not be uniform. Some buildings will experience substantially more damage than this overall level, and others will experience substantially less damage.” Buildings that are expected to experience greater damage are older buildings that have not received seismic strengthening improvements.

⁵⁷ Association of Bay Area Governments, *Dam Inundation Areas for Dams and Reservoirs*, <http://www.abag.ca.gov/bayarea/eqmaps/damfailure/damfail.html>, accessed November 15, 2007.

⁵⁸ Elevations are on City of San Francisco Datum; as referenced in the geotechnical investigation.

As noted above, a site-specific geotechnical investigation has been performed for the site. The purpose of the geotechnical investigation was to explore subsurface conditions and develop recommendations regarding the geotechnical aspects of project design and construction. According to this report, the project site is underlain by five feet of fill, composed of loose, poorly graded sand with clay, gravel, and rock and brick fragments. Beneath the fill are clayey sands that are loose at a depth of about 6 feet, medium dense at a depth of about 16 feet, and medium dense to dense below about 20 feet. Beneath the clayey sands is a layer of dense, poorly graded sand, which was encountered at a depth of about 42 feet. Beneath this, a layer of very dense brown clayey sand encountered at the maximum depth explored, 43.5 feet.

The geotechnical investigation found no geotechnical factors at the site, which would prohibit the construction of the project as proposed. The report included recommendations to address standard geotechnical practices such as clearing, subgrade preparation, foundation design, and shoring options, which may be required to restrain the sides of the excavation and limit the movement of adjacent structures. The report recommended a mat foundation to support the proposed structure.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be ameliorated during the DBI permit review process. To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report (if required) and building plans for a proposed project, it will determine the adequacy of necessary engineering and design features to reduce the potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application. Any changes incorporated into the foundation design required to meet the *San Francisco Building Code* standards that are identified as a result of the DBI permit review process would constitute minor modifications of the project and would not require additional environmental analysis.

e. Septic Tanks and Alternative Wastewater Disposal Systems. The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic waste disposal system. Therefore, criterion 13e is not applicable to the project site.

f. Potential Change to Topography or unique geologic or physical site features. The project site is located on a block that gently sloped downward toward the northeast. The project site itself is generally flat and has no unique topography. The proposed project would have no impact with respect to topographical features of the site.

In light of the above, the proposed project would not result in a significant impact related to geology, soils, and seismicity, either individually or cumulatively.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a., b., and f. Water Quality. The proposed project would not substantially degrade water quality or contaminate a public water supply. Groundwater is not used as a drinking water supply in the City and County of San Francisco. The project site is completely covered with impervious surfaces and natural groundwater flow would continue under and around the site. Construction of the proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions.

Over the construction period, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the building shell. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into the San Francisco Bay. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the *San Francisco Building Code* and the City's National Pollutant Discharge Elimination System (NPDES) permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During project operation, all wastewater from the proposed project building, and storm water runoff from the project site, would be treated at the Southeast Water Pollution Control Plant. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Additionally pursuant to the project's proposed LEED® certification, the project would be required to meet the pre-requisite requirement of preparing and implementing an erosion and sedimentation control plan, the intent of which is to reduce pollution from construction activities by controlling soil erosion, sedimentation, and airborne dust generation. Therefore, the proposed project would not substantially degrade water quality.

Groundwater Resources. A geotechnical investigation was prepared for the proposed project.⁵⁹ Based on this report, groundwater was observed in the boring drilled on the site at a depth of about 30 feet below ground surface (bgs). To accommodate the proposed basement level, excavation to a maximum depth of 17 feet bgs is proposed, with an average depth of excavation proposed at 15 feet bgs. Hence, it is unlikely that any dewatering would be necessary at the project site to accommodate the proposed basement level. However, in the event that groundwater is encountered at the site during the construction of the proposed project (for instance due to seasonal variation, following rain, or following irrigation in the vicinity of the project site), the project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge.

c.-e. Site Drainage. Because the proposed project would not change the amount of impervious surface area at the site, there would be no increase in the quantity and rate of stormwater runoff from the site that flows to the city's combined sewer system. The proposed project would alter drainage onsite, but site runoff would continue to drain to the city's combined storm and sanitary sewer system. Therefore, the project would not substantially alter drainage onsite. The foundation and portions of the building below grade would be water tight to avoid the need to permanently pump and discharge water. Because stormwater flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in stormwater flows, the proposed project would not significantly impact surface or ground water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The project site, however, is not underlain by fill or bay mud and does not fall within an area in the City prone to flooding during storms since, once implemented, the ground story of the new structure would be located above the hydraulic grade line/water level of the sewer.

⁵⁹ Earth Mechanics Consulting Engineers, Geotechnical Investigation. *Planned Development at 1050 Valencia Street, San Francisco, California*. May 8, 2008. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

g. – i. Flood Hazards. Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a “base flood” or “100-year flood”). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area (“SFHA”).

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco’s geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA anticipates publishing a revised preliminary FIRM in 2010, after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City’s shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).⁶⁰ On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City’s participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local

⁶⁰ City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, <http://sfgsa.org/index.aspx?page=828>. Accessed January 31, 2010.

jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map. According to the preliminary map, the proposed project is neither within Zone A nor Zone V.⁶¹ Therefore, the project would result in less than significant impacts related to development within a 100-year flood zone.

j. Seiche, Tsunami, Mudflow. As discussed in the section pertaining to geology and soils, above, the project site is not in an area subject to tsunami run-up, or reservoir inundation hazards (Maps 6, and 7 in the *General Plan* Community Safety Element). Therefore, the project is not expected to expose people or structures to risk from inundation by seiche, tsunami or mudflow.

In light of the above, effects related to water resources would not be significant, either individually or cumulatively.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. H AZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁶¹ Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, 111A, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available on the Internet at http://www.sfgov.org/site/risk_management_index.asp?id=69690, accessed April 1, 2008.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A Phase I Environmental Site Assessment has been prepared for the site.⁶² The potential for soil and groundwater contamination and hazardous building materials at the project site were assessed as part of this report, summarized below.

a. and c. On-Site Hazardous Materials Use and Emissions. The proposed project would involve the development of a mixed-use building containing restaurant and residential uses, the operation of which may involve relatively small quantities of hazardous materials for routine purposes. The development would likely handle common types of hazardous materials, such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the residential areas, and commercial bathrooms and food preparation areas. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. For these reasons, cleaning agents used by future residents and retail employees would not pose a substantial public health or safety hazard related to hazardous materials to the surrounding areas or nearby schools.

b. c. and d. Hazardous Materials Sites List. The project site is currently used as a one-story full-service restaurant and is not included on the Department of Toxic Substances Control list of hazardous material sites in San Francisco. As described above in Section E4, page 30, under *Cultural Resources*,

⁶² DGC Associates, *Phase I Environmental Site Assessment, Spork Restaurant, 1050-1060 Valencia Street, San Francisco, California*, June 30, 2009. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

prior to the construction of the existing building on the project site, the project parcel contained several different structures and uses. From 1925 until 1936, a three-story residential building occupied the project site. This building was demolished in 1936, and from at least 1950 until 1965, the property was occupied by a gas station, an auto repair shop and a tire shop. As stated in the Phase I investigation, Sanborn Fire Insurance Maps from 1950 and 1965 indicate that west and south portions of the property were occupied by a structure labeled as "Auto Service" and "Tire Service" and the north and northeast portion of the site were labeled as "Gas & Oil." In 1969, the service station structure was demolished and in 1970, the building that currently exists on the property was constructed. The existing building on the site was occupied by a Kentucky Fried Chicken franchise restaurant until 2006, after which the Spork Restaurant occupied it.

As noted above, a Phase I investigation has been prepared for the site by DGC Associates in June of 2008. Based on historical uses at the project site (including a gasoline station and other auto-oriented uses), DGC recommended that a geophysical survey be conducted on the project site to determine if any underground storage tanks (USTs) or other subsurface features remain on the property. DGC also recommended a Phase II subsurface investigation and surveys for the presence of asbestos-containing materials (ACM) and lead paint to determine if the former uses at the property have negatively affected it.

The San Francisco Department of Public Health, Environmental Health Section, Hazardous Waste Unit (EHS-HWU) concurred with DOC's recommendations to conduct the geophysical survey, subsurface investigation and the ACM and lead paint surveys, in response to which, DOC prepared a workplan. EHS-HWU approved the workplan with additional conditions, which have been incorporated into Mitigation Measure HAZ-1, below. Compliance with Mitigation Measure HAZ-1 (as well as all other mitigation measures in this document), as written, would be required as part of project implementation, should the proposed project be approved. The subsurface investigation proposed in the workplan assumes that no USTs are present at the site, and states that if USTs are determined to be present, then additional subsurface testing would be undertaken at the time the USTs, if any, are removed. No records are available to determine whether an underground storage tank (UST) exists beneath the site. However, in light of the site's prior use as a gas station, there is a high probability that one or more USTs exist either beneath the site itself or beneath one of the adjacent sidewalks. Mitigation Measure HAZ-2, page 82, would be implemented in the event that one or more USTs is detected at the site to ensure that UST(s) are

removed in accordance with applicable regulations. Additionally, if required by EHS-HWU following discovery of one or more USTs and review of soil and groundwater testing results, Mitigation Measure HAZ-3, page 83, would be implemented to ensure proper handling of potentially contaminated soils.

Mitigation Measure HAZ-1: Geophysical Survey and Phase II Subsurface Investigation. A geophysical survey and a Phase II subsurface investigation shall be conducted at the site to determine if any USTs remain at the site and, assuming no USTs are detected, to determine the extent of sub-surface contamination associated with the former automotive service station. Both of these investigations shall be completed in conjunction with and as a condition of approval for the demolition of the existing building. They shall be carried out in accordance with the workplan prepared by GEOCON prescribed by EHS-HWU on September 2, 2008⁶³. The workplan is summarized as follows:

- The site will be divided into 5 foot grids and surveyed using ground penetrating radar within the site and along the sidewalks since early generation USTs may have been located beneath the sidewalks.
- Based on the geophysical survey, three soil and groundwater samples to 30 feet below ground surface shall be collected at the site, in addition to the soil samples that would occur should USTs be found and during UST removal. Two borings shall be collected in the gas station, auto repair and tire shop area. One boring (SB-I) shall be located in the presumed downgradient direction in order to intercept any contaminants.
- Following the purging of the groundwater, soil and grab groundwater samples are to be analyzed for total petroleum hydrocarbons (TPH) as gasoline, TPH-diesel, TPH-motor oil, benzene, toluene, ethylbenzene and xylenes and ethylene bromide and 1,2-dichloroethane.
- Soil samples shall be analyzed for the five Leaking Underground Fuel Tank (LUFT) metals (cadmium, chromium, lead, nickel, and zinc) to accommodate the presence of waste oil contamination and any metals that may have contaminated the site during previous uses or renovations.
- Additional sampling may be required in order to develop a site mitigation plan for the site.

As noted, no records are available to indicate whether a UST exists beneath the site. To ensure that any UST associated with prior uses at the site is removed in accordance with all rules and regulations governing the cleanup of potentially hazardous materials, should one or more USTs be detected during

⁶³ Department of Public Health, *Letter from Rajiv Bhatia to Mark Rutherford*, September 2, 2008. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2007.1457E.

the geophysical survey or the subsequent subsurface, the following Mitigation Measure shall be implemented, in conjunction with and as a condition of approval for demolition of the existing building.

Mitigation Measure HAZ-2: Underground Storage Tanks. Permits from the San Francisco DPH Hazardous Materials Unified Program Agency (HMUPA), Fire Department (SFFD), and Municipal Transportation Agency (MTA; Streets and Sidewalks) shall be obtained for removal of any undiscovered or remaining underground storage tanks (USTs) (and related piping). HMUPA, SFFD (and possibly MTA) will make inspections prior to removal and only upon approval of the inspector may the USTs and related piping be removed from the ground. Appropriate soil and, if necessary, groundwater samples shall be taken at the direction of the HMUPA inspector and analyzed. Appropriate transportation and disposal of the UST shall be arranged.

Because the project site is under the regulatory authority of the SFDPH-Environmental Health Section-Local Oversight Program (LOP) for the investigation and clean up of leaking underground storage tanks, all analytical data will be forwarded to the LOP. A "Notice of Completion" will not be issued for any area of the project site where soils contamination is documented. Rather, a "Remedial Action Completion Certification" (aka "certificate of closure" or "case closure") will be issued upon the site being remediated to the satisfaction of the LOP with the concurrence of the Regional Water Quality Control Board. If the HMUPA inspector requires that an Unauthorized Release (Leak) Report submitted to LOP due to holes in previously undiscovered USTs or because of evident odor or visual contamination, or if analytical results indicate there are elevated levels of contamination, then site remediation may involve additional investigation and cleanup of the soil and groundwater as directed by the LOP. In order to receive a case closure for this site from the LOP, all pertinent investigation and remediation must be completed to the satisfaction of the LOP that any residual petroleum hydrocarbon contamination in the soil and/or groundwater will not pose a threat to the public health and safety, or the environment, including groundwater, as determined by the LOP and the Regional Water Quality Control Board. In addition for future site development, the site may be required to meet residential land use Environmental Screening Levels for soil and groundwater (Regional Water Quality Control Board, Region 2), and may require vapor sampling to ensure that residences will not be exposed to elevated vapor levels as to be determined by the LOP. The building permit cannot be issued until the project receives either case closure or the LOP allows conditional development of the site with ongoing investigation/remedial activities.

If required by EHS-HWU following discovery of one or more USTs and review of soil and groundwater testing results, Mitigation Measure HAZ-3 will be incorporated into the proposed project to ensure that any contaminated soils unearthed on the site as a result of the subsurface investigations are properly handled, hauled and discarded. Also, as part of this mitigation measure, a Site Mitigation Plan will be prepared.

Mitigation Measure HAZ-3: Hazardous Materials – Testing for and Handling of Contaminated Soil.

Step 1: Soil Testing. Prior to approval of a building permit for the project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing for lead and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first three hours, at a rate of \$167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing program to determine whether soils on the project site are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan. Prior to beginning demolition and construction work, the project sponsor shall prepare a Site Mitigation Plan (SMP). The SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.

Step 3: Handling, Hauling, and Disposal Contaminated Soils.

Specific Work Practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site.

Dust Suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

Surface Water Runoff Control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

Soils Replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

Hauling and Disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report. After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure HAZ-4, below, will be incorporated into the project to ensure that excavation and soil handling equipment are decontaminated following use and prior to removal from the site.

Mitigation Measure HAZ-4: Hazards (Decontamination of Vehicles). If the San Francisco Department of Public Health (DPH) determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

Hazardous Building Materials. As discussed above, DGC Associates prepared a Phase I investigation for the proposed project. Although asbestos or lead-based paint surveys were not conducted as part of this report, the report notes a potential for these materials to exist on the project site. While they are unlikely to pose a potentially significant impact, they are discussed below for informational purposes.

Asbestos. The Phase I investigation conducted for the proposed project notes that, given the age of the existing building on the site, there is a potential of encountering asbestos-containing materials during the proposed demolition activities. The materials that may contain asbestos include ceramic tile mastic throughout the building, 2' x 4' acoustical ceiling tiles, base board, wallboard and roofing materials. An ACM-sampling survey was not conducted as part of the Phase I investigation.

Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with the notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation when a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet, linear feet, or more of asbestos-containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above.

These regulations and procedures, already established as part of the permit review process, would reduce potential impacts of asbestos to a less-than-significant level.

Lead-Based Paint. The Phase I investigation conducted for the project site notes that, based on the construction of the existing building in approximately 1970, eight years before the use of lead-based paint was banned, there is a potential of encountering lead within the existing structure. The interior of

the building was repainted in 2006. However lead may nevertheless be encountered within the layers of paint underneath the surface in the interior of the building. A lead-based paint survey was not conducted as part of the Phase I investigation. In the event that lead-based paint is found on the site, the project sponsor would be required to comply with Section 3423 of the San Francisco Building Code, which requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3423 typically only applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the federal Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI), of the address and location of the project; the scope of work, including specific location; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include signs when containment of lead paint contaminants is required; requirements for signage when containment is required; notice to occupants; availability of pamphlets related to protection from lead in the home; and notice of Early Commencement of Work [Requested by Tenant].) The ordinance

contains provisions regarding inspection and sampling for compliance by DBI, and DBI enforcement. In addition, the ordinance describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures in the San Francisco Building Code would ensure that potential impacts of lead-based paint due to demolition would be reduced to a less-than-significant level.

Other Hazardous Building Materials. Other potential hazardous building materials such as PCB-containing electrical equipment or fluorescent lights could pose health threats for construction workers if not properly disposed of. Implementation of Mitigation Measure HAZ-5 would reduce impacts of potential hazardous building materials to a less-than-significant level.

Mitigation Measure HAZ-5: Hazards (PCBs and Mercury). The project sponsor shall ensure that building and site surveys for PCB-containing equipment, hydraulic oils, waste oil collection drums, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, state, and local laws and regulations.

In light of the above, the potential impacts of hazardous building materials are considered less than significant.

g. and h. Fire Hazards and Emergency Response or Evacuation Plans. The implementation of the proposed project would introduce new restaurant employees and residents to the project site who, in turn, could result in congestion in the event of an emergency evacuation. San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing and new buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on the building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards would be mitigated during the permit review process.

In addition, the proposed project would be implemented in a developed area of San Francisco, where fire, medical, and police services are available and provided. The existing street grid provides ample access for emergency responders and egress for residents and workers, and the proposed project would neither directly nor indirectly alter that situation to any substantial degree. Moreover, the Fire

Department reviews building permits for multi-story structures. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

e. and f. Airport Land Use Plan and Private Airstrips. The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 15e and 15f are not applicable to the proposed project.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. and b. Mineral Resources. All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project.

c. Energy. New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficient than that required by Title 24, the California Building Code. Documentation showing compliance with the

SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of energy and the effects related to energy consumption would not be significant. In light of the above, effects related to energy consumption would not be considered significant. Additionally, under the project's LEED® certification components, the project would be required to reduce its energy use as compared to non-certified buildings.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. A AGRICULTURE RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. – c. Agricultural Use. The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as "...land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes." The project site does not contain agricultural uses and is not zoned for such uses. The proposed project would not involve any changes to the environment that could result in the conversion of farmland. Accordingly, this topic is not applicable to the proposed project.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. – c. Potential Impacts. The proposed project has been found to have potentially significant environmental effects with regard to hazardous materials. Implementation of the Mitigation Measures described on pages 81–84 relating to pre-construction surveys and investigations would reduce these effects to a less-than-significant level. The proposed project would therefore not result in any significant environmental impacts.

F. NEIGHBORHOOD NOTICE

A notice of a Project Receiving Environmental Review was mailed on May 29, 2009, to the owners of properties within 300 feet of the project site and to interested neighborhood groups. No comment letters or phone calls regarding this project were received during the public comment period. Following publication of the PMND, an appeal was filed. In response to the appeal, a Planning Department Preservation Technical Specialist confirmed the PMND's finding that the proposed project would result in a less-than-significant impact on the Liberty Hill Historic District (see Section E.4, Cultural Resources), and the Historic Preservation Commission found, at its meeting on June 16, 2010, that the Department's CEQA analysis appeared to be adequate.

G. DETERMINATION

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Bill Wycko,
Environmental Review Officer

for

John Rahaim
Director of Planning

DATE February 9, 2010

H. LIST OF PREPARERS

REPORT AUTHORS

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Environmental Review Officer: Bill Wycko
Senior Environmental Reviewer: Joy Navarrete
Environmental Coordinator: Jeremy D. Battis

ENVIRONMENTAL CONSULTANTS

Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, California 94104

Project Manager:	Karl Heisler
Deputy Project Manager:	Tania Sheyner, AICP, LEED AP
Staff:	Lisa Bautista
	Anthony Padilla
	Eric Schniewind
	Ron Teitel
	Nichole Yeto

PROJECT SPONSOR

Shizuo Holdings Trust
c/o Mark Rutherford
Shizuo Holdings Trust
1001 Bridgeway, Suite 538
Sausalito, CA 94965

PROJECT ARCHITECT

Stephen Antonaros, Architect
2261 Market Street #324
San Francisco, California 94114



SAN FRANCISCO PLANNING DEPARTMENT

HISTORIC PRESERVATION COMMISSION Motion No. 0068

HEARING DATE: June 16, 2010 (cont. from May 19, 2010)

Date: May 13, 2010
Case No.: 2007.1457E
Project Title: 1050 Valencia Street
Zoning: Valencia Street Neighborhood Commercial Transit District
(Valencia Street NCT)
55-X Height and Bulk District
Mission Alcohol Beverage Control District
Block/Lot: 3617/008
Project Sponsor: Shizuo Holdings Trust, Mark Rutherford – (415) 368-7818
Project Contact: Stephen Antonaros, project architect – (415) 864-2261
Staff Contact: Jeremy Battis – (415) 575-9022
Jeremy.Battis@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE INTERIM PROCEDURES FOR PERMIT REVIEW IN THE EASTERN NEIGHBORHOODS PLAN AREA FOR THE CONSTRUCTION OF A NEW FIVE-STORY, 55-FOOT-HIGH, APPROXIMATELY 16,000-SQUARE-FOOT BUILDING CONTAINING 16 DWELLING UNITS OVER A GROUND-FLOOR FULL-SERVICE RESTAURANT WITH ONE OFF-STREET PARKING/LOADING SPACE AT 1050 VALENCIA STREET (ASSESSOR'S BLOCK 3617, LOT 008) WITHIN THE VALENCIA NEIGHBORHOOD NCT (NEIGHBORHOOD COMMERCIAL TRANSIT) DISTRICT AND A 55-X HEIGHT AND BULK DISTRICT.

PREAMBLE

1. On August 7, 2008, the San Francisco Planning Commission certified the Final Environmental Impact Report (FEIR) for the Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E). The FEIR analyzed amendments to the Planning Code and Zoning Maps and to the Eastern Neighborhoods, an element of the San Francisco General Plan. The FEIR analysis assumed a development and activity level anticipated as a result adoption of the Eastern Neighborhoods Rezoning and Area Plans.
2. The FEIR provided Interim Permit Review Procedures for Historic Resources that would be in effect until the Historic Preservation Commission (HPC) adopts the forthcoming Historic Resources Survey. These procedures were developed to provide additional protection for potential historic resources within the Plan Area while the historic resources survey is being completed. Once the historic resources survey is endorsed and the Plan is amended to incorporate the results, these policies would expire and the Preservation Policies in the Area Plan would become effective.

Per the Interim procedures, there are two types of review. The first type is for projects that propose demolition or major alteration to a structure constructed prior to 1963 located within the Plan Area. These projects shall be forwarded to HPC for review and comment. Within 30 days after receiving

copies of the Environmental Evaluation application and supporting Historic Resources Evaluation (HRE) documents, the HPC members may forward comments directly to the Environmental Review Officer and Preservation Coordinator. No public hearing is required.

The second type of review is for projects that propose new construction or alteration within the Plan Area resulting in a structure that would exceed 55 feet in height, or a resulting height that exceeds by more than ten feet an adjacent building constructed prior to 1963. Such projects shall be forwarded to the HPC for review and comment during a regularly scheduled hearing. After such hearing, any HPC comment will be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

3. On December 20, 2007, pursuant to the provisions of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department ("Department") received an Environmental Evaluation Application for the proposed project in evaluate whether the project might result in a significant environmental effect.
4. On June 16, 2010 (cont. from May 19, 2010), the Department presented the proposed project to the HPC. The proposed project would result in the construction of a new 55-foot-high building. That would exceed by more than ten feet the height of the adjacent buildings, both constructed prior to 1963. Hence, the HPC's comments would be forwarded to the Planning Department for incorporation into the project's final submittal and in advance of any required final hearing before the Planning Commission.

COMMENTS

Having reviewed the materials identified in the recitals above, and having heard all testimony and arguments, this Commission has provided the following comments regarding the proposed project:

1. The historical resource evaluation and analysis of potential impacts pursuant to the CEQA appears adequate.
2. The Commission encourages Project Sponsor and Architect to work with neighbors and Department staff to continue to develop the design in relation to neighborhood context.

I hereby certify that the foregoing Motion was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on June 16, 2010.

Linda D. Avery
Commission Secretary

AYES: Commissioners Buckley, Chase, Damkroger, Hasz, Matsuda, and Wolfram

NAYS: None

ABSENT: Commissioner Martinez (recused)

ADOPTED: June 16, 2010



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion: M-18185

HEARING DATE: SEPTEMBER 30, 2010

Hearing Date: September 30, 2010
Case No.: **2007.1457E**
Project Address: **1050 Valencia Street**
Zoning: Valencia Street Neighborhood Commercial Transit District
(Valencia Street NCT)
55-X Height and Bulk District
Block/Lot: 3617/008
Project Sponsor: Shizuo Holdings Trust
1001 Bridgeway, Suite 538
Sausalito, CA 94965
Staff Contact: Jeremy Battis – (415) 575-9022
Jeremy.Battis@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE APPEAL OF THE PRELIMINARY MITIGATED NEGATIVE DECLARATION, FILE NUMBER 2007.1457E FOR THE PROPOSED DEVELOPMENT (“PROJECT”) AT 1050 VALENCIA STREET.

MOVED, that the San Francisco Planning Commission (hereinafter “Commission”) hereby AFFIRMS the decision to issue a Mitigated Negative Declaration, based on the following findings:

1. On December 21, 2007, pursuant to the provisions of the California Environmental Quality Act (“CEQA”), the State CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code, the Planning Department (“Department”) received an Environmental Evaluation Application for the Project, in order that it might conduct an initial evaluation to determine whether the Project might have a significant impact on the environment.
2. On February 10, 2010, the Department determined that the Project, as proposed, could not have a significant effect on the environment, and accordingly, on that date issued a notice of availability that a Mitigated Negative Declaration would be issued for the Project, duly published in a newspaper of general circulation in the City, and the Mitigated Negative Declaration was posted in the Department offices, and distributed in accordance with law.
3. On March 11, 2010, an appeal of the decision to issue a Mitigated Negative Declaration was timely filed by Clint Mitchell and Risa Teitelbaum of Liberty Hill Neighborhood Association.
4. A staff memorandum, dated September 23, 2010, addresses and responds to all points raised by appellant in the appeal letter. That memorandum is attached as Exhibit A and staff’s findings as to those points are incorporated by reference herein as the Commission’s own findings. Copies of that memorandum have been delivered to the City Planning Commission, and a copy of that

memorandum is on file and available for public review at the San Francisco Planning Department, 1660 Mission Street, Suite 500.

5. On June 16, 2010, the Historic Preservation Commission reviewed the project in accordance with the Eastern Neighborhoods Area Plan Interim Permit Review Procedures for Historic Resources, and determined, in Motion No. 0068, that the Planning Department's CEQA analysis of potential impacts on historic resources appeared to be adequate.
6. On July 1, 2010, amendments were made to the Preliminary Mitigated Negative Declaration, adding the following text to describe revisions to the proposed project (elimination of on-site parking and loading space, setback of top floor from the building to the west). Such amendments do not include new, undisclosed environmental impacts and do not change the conclusions reached in the Preliminary Mitigated Negative Declaration. The changes do not require "substantial revision" of the Preliminary Mitigated Negative Declaration, and therefore recirculation of the Preliminary Mitigated Negative Declaration would not be required.
7. On July 8, 2010, the Commission held a duly noticed and advertised public hearing on the appeal of the Preliminary Mitigated Negative Declaration, at which testimony on the merits of the appeal, both in favor of and in opposition to, was received.
8. At the July 8, 2010, the Commission directed that additional discussion and analysis concerning the Liberty-Hill Historic District be added to the document. On September 23, additional amendments were made to the Preliminary Mitigated Negative Declaration, adding the additional discussion and analysis concerning the Liberty-Hill Historic District, as directed by the Commission. Such amendments do not include new, undisclosed environmental impacts and do not change the conclusions reached in the Preliminary Mitigated Negative Declaration. The changes do not require "substantial revision" of the Preliminary Mitigated Negative Declaration, and therefore recirculation of the Preliminary Mitigated Negative Declaration would not be required.
9. On September 30, 2010, the Commission held a second duly noticed and advertised public hearing on the appeal of the Preliminary Mitigated Negative Declaration, at which testimony on the merits of the appeal, both in favor of and in opposition to, was received.
10. All points raised in the appeal of the Preliminary Mitigated Negative Declaration at the July 8 and September 30, 2010, City Planning Commission hearings have been adequately addressed either in the Memorandum or orally at the public hearings.
11. After consideration of the points raised by appellant, both in writing and at the July 8, and September 30, 2010, hearings, the San Francisco Planning Department reaffirms its conclusion that the proposed project could not have a significant effect upon the environment.
12. In reviewing the Preliminary Mitigated Negative Declaration issued for the Project, the Planning Commission has had available for its review and consideration all information pertaining to the Project in the Planning Department's case file.
13. The Planning Commission finds that Planning Department's determination on the Mitigated Negative Declaration reflects the Department's independent judgment and analysis.

The City Planning Commission HEREBY DOES FIND that the proposed Project, could not have a significant effect on the environment, as shown in the analysis of the Mitigated Negative Declaration, and HEREBY DOES AFFIRM the decision to issue a Mitigated Negative Declaration, as prepared by the San Francisco Planning Department.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission on September 30, 2010.

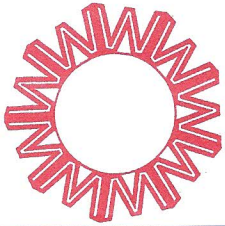
Linda Avery
Commission Secretary

AYES: Alioto, Miguel, Moore, Olague, Sugaya

NOES:

ABSENT: Borden

ADOPTED: September 30, 2010



2012 OFFICERS

President
DON ALAN
Casanova Lounge

Past President
PETER GLIKSHTERN
SOM.

*Vice President Government
& Media Relations*
PHIL LESSER
Lesser Enterprises LLC

Treasurer
CM COLLINS
Gateway Mgmt & SFMission.com

Social Media / New Members
DYLAN MacNEVIN
West of Pecos Restaurant

Special Events
ROBERTO HERNANDEZ
LatinZone Productions

Public Relations Vice President
JEAN FEILMOSER
JWalks.com

2012 AFFILIATES

S.F. CONVENTION AND
VISITORS BUREAU

S.F. COUNCIL OF
DISTRICT MERCHANTS

August 22, 2012

Mr. Richard Sucre
San Francisco Planning Department
Suite 400
1650 Mission Street
San Francisco CA 94103

Re: Mission Merchants Association Endorsement of Project at 1050-58 Valencia Street

Dear Mr. Sucre,

Yesterday the Mission Merchants Association held its August 2012 board meeting. At the request of neighbors to this project, the MMA board invited the project sponsor, architect and concerned neighbors to present how issues have been addressed during the entitlements process.

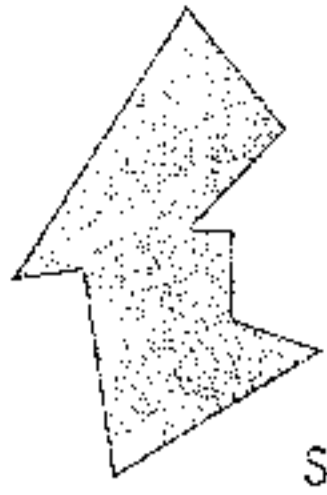
After extensive discussion and review of supporting documentation, the six MMA board members present voted five in favor to one opposed to endorse the Planning Department's recommendation for approval of this project.

Please forward this endorsement to the Planning Commissioners for their consideration in the upcoming Discretionary Review (2012.0723D) hearing.

The MMA board was unanimous that it wants the Planning Department and Commission to hold this and other high-profile projects in the Mission district to very high standards of architecture. In this regard, the façade at 736 Valencia Street was singled out as an example of such high standards.

Sincerely,

Philip Lesser
Vice President of Government and Media Relations



San Francisco
HOUSING

COALITION

July 28, 2010

Mr. Stephan Antonaros, Architect
Project Sponsor: Shizuo Holding Trust
2261 Market St.
San Francisco, CA 94114

Re: 1050 Valencia Street – Mixed-Use Project

Dear Mr. Antonaros,

On behalf of the San Francisco Housing Action Coalition (SFHAC), I am pleased to inform you of our general support of your proposed mixed-use project at 1050 Valencia. Following review and discussion, our Endorsement Committee believes the project has many merits and will make a substantial contribution to SFHAC's mission of increasing the supply of well-designed, well-located housing that conforms to good urban design principles and meets the needs of present and future San Franciscans.

A copy of the endorsement guidelines we applied in reviewing your project is attached. The proposed project meets our guidelines in the following ways:

Project Size:

The proposed project involves the construction of approximately 15-16 residential units (eight two-bedroom and seven to eight studios) and a ground-floor restaurant space.

Land Use:

The proposed mixed-use project is an appropriate and efficient use of the site. The project is one of the first in the vicinity to be approved under the newly adopted Eastern Neighborhood rezoning regulations. This important plan was created to allow change and growth to neighborhoods and enhance livability, while being sensitive their existing context.

Density:

The proposed building takes full advantage of the new density requirements of the NCT zoning. The building will have 15-16 units and a ground-floor restaurant space.

Affordability:

The new units smaller, efficient and affordable-by-design. In addition, the project will provide 15 percent of the units (one studio and one two-bedroom) as on-site inclusionary housing, a key goal of SFHAC.

Alternative Transportation and Parking:

The project exceeds SFHAC's guideline regarding parking of less than 1:1 ratio of parking spaces to housing units as it proposes no auto parking and ample bike parking. 1050 Valencia is also on the Valencia Bike Route, within walking distance of 16th and 24th Street BART stations and numerous Muni stations.

995 Market Street
Suite 1525
San Francisco, CA 94103
415 541 9001 tel
415 431 2468 fax
info@sfhac.org
www.sfhac.org



San Francisco Bicycle Coalition
833 Market Street, 10th Floor
San Francisco CA 94103

T 415.431.BIKE
F 415.431.2468

sfbike.org

PROMOTING THE BICYCLE FOR EVERYDAY TRANSPORTATION

August 23, 2012

President Rodney Fong
San Francisco Planning Commission
1650 Mission Street
San Francisco, CA 94103

RE: 1050 Valencia project – support

Dear President Fong:

On behalf of the San Francisco Bicycle Coalition I am writing to convey our strong support for the 1050 Valencia project, to be heard by the Planning Commission at your September 6, 2012 meeting.

The project will support the already dynamic Valencia Street corridor with dense, policy-supportive mix of residential and commercial uses to enrich and enliven the neighborhood and the city at large. The project is located on Valencia Street, which is one of the most well-utilized bicycle routes in the city and in the Mission neighborhood, known for its high rates of bicycling. The project will reflect the neighborhood and street's extremely high rates of bicycling and the tremendous demand in particular for secure indoor bicycle parking. The project will reflect and support bicycle use by residents and commercial space employees and visitors with its generous bicycle parking (provided at a 2:1 ratio for residential, conveniently and prominently located).

Thank you for your attention to our letter. We hope that the Planning Commission will make all necessary approvals to permit this worthy project to be realized.

Sincerely,

A handwritten signature in black ink, appearing to read "Kit Hodge".

Kit Hodge
Deputy Director
San Francisco Bicycle Coalition

Sucre, Richard

From: Stephen Antonaros <santonaros@sbcglobal.net>
Sent: Friday, August 24, 2012 11:51 AM
To: Richard Sucre
Subject: Fwd: 1050 Valencia Project & 21st century urban design

Rich,

Another letter of support.

Stephen Antonaros, ARCHITECT
2298 Third Street
San Francisco, California 94107
(415)864-2261
www.antonaros.com

Begin forwarded message:

From: "shizuohold@yahoo.com" <shizuohold@yahoo.com>
Subject: FW: Re: 1050 Valencia Project & 21st century urban design
Date: August 24, 2012 11:48:11 AM PDT
To: santonaros@sbcglobal.net

-----Original Message-----

From: CM Collins <cmcollins@gatesf.com>
Sent: August 24, 2012 8/24/12
To: Mark Rutherford <shizuohold@yahoo.com>
Cc: phnsan@msn.com, Stephen Antonaros <santonaros@sbcglobal.net>, Don Alan <hemanova@earthlink.net>, Roberto Hernandez <LatinZoneProd@aol.com>, Supervisor David Campos <David.Campos@sfgov.org>, Supervisor Scott Wiener <Scott.Wiener@sfgov.org>, Dylan MacNiven <dylanm@gmail.com>, Peter Glikshtern <peterg@lmi.net>, Tom Radulovich <tom@livablecity.org>
Subject: Re: 1050 Valencia Project & 21st century urban design

Hi Mark,

If we can all agree that the envelope is a given then perhaps we could focus on on restoring some beauty and elegance for future generations to these upper stories along our transit corridors.

The harshness of the modernism in the current architectural zeitgeist plays to a narrow crowd and not the people who have to look at these buildings everyday or those who will follow in their footsteps.

I would agree with the comment regarding your below Portland building example

"I'll make a special effort to go by and see this one. I like the energy efficiency angle and the bike stuff. It's great that it rented so quickly -- the developer must have hit a good price point. But it looks pretty boxy to me. It strikes me that as we return to what might be called "streetcar architecture" -- living units over storefront retail -- we have NOT captured the grace of many of the 1920s originals.

At the end of the 30s San Francisco designers and artists attempted to get art deco/ arts & crafts new life by incorporating Mayan and Oriental symmetric and natural mythic elements into the grand architectural statement made at the Treasure Island World Fairs. World War II killed any chance of its success but hope does spring eternal now and in the memories of this great option for the present since architecture seems to be in a creative deadend..

"An important requirement for a great Exposition is a new type of architecture a style that will herald building design of the future or a style that will harmonize with its surrounding environment. The Golden Gate International Exposition Architectural Commission was equal to this requirement and as a result the new mode "Pacifica " was created to embody building motifs from both the eastern and western shores of the Pacific. The commission was first headed by the late George W. Kelham and was carried to completion under Arthur Brown Jr. with Lewis P. Hobart William G. Merchant Timothy L. Pflueger and Ernest E. Weihe.

more

According to some, the Mission's Timothy Phelguer was our own Frank Lloyd Wright. You mentioned the exciting news regarding the reopening of the New Mission Theater, this became the Mission Corridor's most familiar landmark through these same sort of signature elements he incorporated into the facade and lobby. Your building design, which you credited to the SF building department wishes, is saved by the pseudo bay windows -especially on the corner. I am sorry you lost the open space on the roof deck and the opportunity for convenient corridor shared care spaces.

You have had to undergo more expense and frustration than good government should tolerate. Thank you for not compromising on the importance of the 55' of height of your building on the wide major transit corridor of Valencia. The City will be endorsing hypocrisy if they make you reduce the height.

Good luck on the next final round

Sincerely,

Chris M Collins

On Fri, Aug 24, 2012 at 8:12 AM, Mark Rutherford <shizuohold@yahoo.com> wrote:

Dear Philip:

I want to thank you and the Mission Street Merchants Association for your endorsement of our project at 1050 Valencia St. After years of meeting with bureaucrats, politicians and combative neighbors, it was a novel and agreeable experience to be heard by your straight-forward organization.

Rest assured the Project will live up to the spirit and the law of the Eastern Neighborhood and Mission Area Plans and the vision they embody of an efficient, transit-centric, bike and people friendly future for The

Mission.

BTW, that's great news about the theater and other projects in the 21st – 22nd and Mission St area. I had no idea.

Thanks again.

Best, Mark Rutherford

Here's a link to a building in Portland we seek to emulate:

<http://chatterbox.typepad.com/portlandarchitecture/2011/12/ecoflats-bike-friendly-and-ultra-efficient-on-williams.html>

--

Chris M Collins Gateway Management & Realty 3236 21st Street [near Valencia St] San Francisco, CA 94110-2424 415-550-7070 [voicemail] 415-550-7069 [24/7 answer service] 415-641-4749 [fax] www.gatesf.com

Sucre, Richard

From: Claire V <clairev@mail.com>
Sent: Tuesday, August 28, 2012 9:48 AM
To: Sucre, Richard
Subject: Valencia/Hill project

Hello,

I would like to express my support, as a San Francisco resident, for dense, parking-free projects, such as the proposed building at Valencia and Hill.

Claire

Sucre, Richard

From: Jeffrey Yasskin <jyasskin@gmail.com>
Sent: Tuesday, August 28, 2012 12:23 AM
To: Sucre, Richard
Subject: Strongly support Valencia St. Condos

I read about this project at

<http://missionlocal.org/2012/08/residents-divided-on-valencia-st-condos/>,

and I wanted to write to strongly support this kind of development in this area. Housing prices are too high in the Mission because lots of people want to live here, and a project without parking will help slow down the increase in prices, improve environmental sustainability by discouraging car ownership, and help prove to banks that parking-free developments are worth financing.

Jeffrey Yasskin
1085 S. Van Ness #201

Sucre, Richard

From: Laura Stonehill <lstonehill@gmail.com>
Sent: Monday, August 27, 2012 4:11 PM
To: Sucre, Richard
Subject: Valencia/Hill condos

I live at 15th & Shotwell and am in support of the proposed development at Valencia & Hill. The neighborhood is well served by transit and bicycle facilities, so vehicle parking is not necessary. A 55 -foot-tall building would add welcome density to the area. I would support the building including rental units over for-sale units.

Laura Stonehill

Sucre, Richard

From: Mia Bhimani <miabhimani@gmail.com>
Sent: Tuesday, August 28, 2012 8:05 AM
To: Sucre, Richard
Subject: Planned development at Hill St. & Valencia

Mr. Sucre,

I am writing as a neighborhood resident to let you know of my strong support of the mixed-use project planned for the corner lot at Hill and Valencia. I live directly across Valencia from the site. In general, I strongly support dense infill housing, and commend the city for not instituting a minimum parking requirement here, as well as for working towards stronger transit, walking, and bike options. The Mission, and particularly the Valencia corridor, appear to be a great place for this type of development.

I understand that the project complies with all the zoning requirements, including height and parking limitations, and do not fully understand the merit of other neighbors' arguments to try and block this project. In addition, I understand the Marsh theater has concerns over noise during and post-construction that could jeopardize their space. I would hate to see them leave the neighborhood, but understand the developer has been willing to work with them in order to mitigate their concerns.

I am currently a renter, but would like to buy a small condo in the neighborhood in the next few years, which is one additional reason to support the project, as it provides more small-size unit options. Thank you for your time,

Mia Bhimani
1087 Valencia Apt. E
SF, CA 94110

Sucre, Richard

From: Nori Heikkinen <nori.heikkinen@gmail.com>
Sent: Tuesday, August 28, 2012 7:57 AM
To: Sucre, Richard
Subject: Support for planned housing at Valencia & Hill

Hi,

I'm writing in support of the planned housing development at Valencia & Hill streets. Our city needs more bike parking and less car parking as a way to encourage urban density and to support urban diversity, and I think the developer is right to include bike parking. I myself am a car-free homeowner in the Mission (18th & Church), and support projects that would encourage lightweight and environmentally-friendly modes of transportation around the neighborhood.

Thanks,

--

Eleanor (Nori) Heikkinen
(415) 317-6730
nori.heikkinen@gmail.com

Sucre, Richard

From: Tom Church <tchurch@gmail.com>
Sent: Monday, August 27, 2012 1:15 PM
To: Sucre, Richard
Subject: support for 1050 Valencia redevelopment (2012.0723D)

Dear Mr. Sucre,

My name is Thomas Church; I live at 939B Guerrero St, right around the corner from 1050 Valencia (where Spork used to be before it closed). I just walked by and saw that there is a proposal to redevelop this property into a combined residential/commercial building. I can't make it to the meeting this Thursday, but I wanted to register my support for this redevelopment. The Valencia corridor needs more housing as well as more affordable business space.

With best regards,
Thomas Church

Sucre, Richard

From: Audrey Bower <abowersf@gmail.com>
Sent: Tuesday, August 28, 2012 5:31 PM
To: Sucre, Richard
Subject: Case No. 2012.0723D 1050-1058 Valencia Street

Case No. 2012.0723D 1050-1058 Valencia Street

Dear Planner Sucre & the Planning Commissioners,

I am writing to voice my opposition to the planned development at 1050 Valencia street, on the corner of the Liberty Hill Historic district. As currently designed, the planned structure will be grossly bigger than the Victorian homes on our street, which have been designated as historic resources by the City of San Francisco. It will additionally dwarf the majority of the surrounding buildings, which have been designated as potential historic resources by the South Mission Historic Resources survey.

The planned development is out of scale, design and place with our historic neighborhood. It is 3 stories higher than any of the buildings next to it or on the contiguous block surrounding it. Even though the building technically qualifies to be 55 ft high under the Eastern Neighborhoods Plan due to its address on Valencia street, the majority of the facade is on Hill Street. Since the developer proposes to change the address to be 1 Hill street, consideration should be taken to ensure that the building fits in with the historic surroundings and adheres to the requirements of building in close proximity to a historic district.

In addition to the problems with scale, the building makes no accommodation for parking in a neighborhood that is already facing a critical parking shortage. Over the past 4 years that I have lived on Hill street, the City of San Francisco has reduced transit services along Valencia street by discontinuing bus lines, removed parking spots to accommodate parklets, streetscape changes and bike parking, and made no investment in additional transit services to accommodate the growing population in our neighborhood. Existing transit services are overcrowded, over budget, chronically late and rife with safety issues - our transit system is strained to support the existing demand placed on it with no investment being made toward to the future. Due to the proximity to the freeway, the Mission attracts commuters - many residents are unable to use city transportation to commute daily to the South Bay for work and many of them have cars without dedicated parking. There is no reason to believe residents of the new development will break from that trend. By moving the address of the proposed development to Hill street, any resident in the proposed development will be eligible for a parking permit on Hill street, further exacerbating the parking deficiency in our neighborhood.

As proposed, the development at 1050 Valencia will have a material negative impact on our small historic street. Further revision to the plans need to be made to ensure that the design respects the unique historic resources which surround it, rather than dwarfing our small street. Please accept our request for a discretionary review of the site, and reject the current proposal, which is grossly out of character with our neighborhood.

Thank you,
Audrey Bower
Resident, Hill Street

Sucre, Richard

From: Amy <anilesf123@gmail.com>
Sent: Monday, August 27, 2012 2:49 PM
To: Sucre, Richard
Subject: Valencia and Hill Condo

Hello Mr. Sucre,

I am writing to express my opposition to the development plans for the corner of Valencia and Hill. I am particularly concerned about the developers lack of transparency. Until and unless they can answer questions such as whether it will be condos or rentals and how much they will cost they should not receive approval.

I am also very concerned about parking. It is unrealistic to think that the tenants will not use cars. I live at 23rd and Bartlett and parking is a serious problem. I do not have a car myself, but I see cars circling for spaces and creating a hazard to jump on available space - backing up and attempting dangerous sudden u-turns.

Thank you,

Amy Fairweather
195 Bartlett Street
94110

Sucre, Richard

From: mazmob@aol.com
Sent: Tuesday, August 28, 2012 9:04 AM
To: Sucre, Richard
Subject: Proposed Development at 1050 Valencia, Case No. 2012.0723D

Dear Planner Sucre,

I would like to voice my opposition to the proposed development at 1050 Valencia and Hill Streets.

My husband and I have lived on Hill Street for 33 years and in those years it has not changed much. We take pride in our homes, many of which are survivors of the quake and fire of 1906, and we take pride in the upkeep of our quiet and tree-lined street as the unique piece of historical San Francisco that it is.

This proposed new structure is out of scale and not in keeping with this uniqueness.

I ask that we have a more compatible style on a smaller scale and keep our historic San Francisco neighborhood intact.

Thank you.

Anna Mazzetti
55 Hill Street
San Francisco, CA 94110

Sucre, Richard

From: Diana Rathbone <dianarathbone@comcast.net>
Sent: Tuesday, August 28, 2012 11:32 AM
To: Sucre, Richard
Subject: Valencia/Hill Street Development

My name is Diana Rathbone and I have lived in the neighborhood for over 25 years, from the time when there wasn't a single shop or restaurant on Valencia through its current incarnation as a thriving, fun, eclectic and diverse place. Never, in all that time, to my memory, has a developer or entrepreneur thumbed its nose at us in this way or built something so totally out of touch with our character. Indeed we are what we are because we have grown and changed so organically. My uncle was an architect and I used to be so proud pointing out his buildings to my friends. I wonder if you will be proud to point out this one.
I have four points to make.

1. I am totally in favor of housing at this location, with as many below market units as possible. I am against a building that will loom over all others for miles around for no good reason other than money for the developer, particularly when it looks as if it's going to be spectacularly ugly and will make one of the few sunny streets in San Francisco shady and cold.
2. I realize it is neither here nor there, but it seems to me almost Dickensian to designate this area a transit district when there is no public transit (there used to be when nobody lived here – I took it all the time.) Also, I'm 65 and I'm not willing to risk getting knocked off my bike at this stage of my life – it takes too long to mend. So am I to assume I'm not welcome in San Francisco any more, or at least not in this building?
3. The whole thing smacks to me of environmental/class racism. It is hard to imagine a building so out of character being built in Seacliff or Pacific Heights.
4. I am the publicist for The Marsh and endorse everything everyone has said about mitigating all the potential adverse impacts to our little jewel of a theater. Again, it would be positively Dickensian to get put out of business by such a mistaken development.

Sucre, Richard

From: Elizabeth Zitrin <eaz@zitrinlaw.com>
Sent: Tuesday, August 28, 2012 3:52 PM
To: Sucre, Richard
Cc: Risa Teitelbaum
Subject: Case No. 2012.0723D Support for DR

Dear Planning Commissioners:

I have lived in the Mission for over 30 years, and in the Liberty Hill Historic District for thirteen years. I live in a Contributing Building and have precisely followed every requirement to enhance rather than detract from the character of this neighborhood.

With my neighbors, I take an active interest in development around us and support a range of responsible commercial and residential uses, from the large transitional residence for homeless families on Guerrero to the locally owned and managed Spork restaurant, which we encouraged, patronized and now miss. We make every effort to be well informed and make our decisions carefully. Our neighborhood has tended to support diversity of many kinds, and to support responsible development. We do not live in the 19th Century, but we are grateful for the richness that surrounds us.

I do not oppose development of 1050 Valencia. I oppose irresponsible development that is stubbornly deaf to the voices of both the residential and commercial neighbors. This developer has failed over all of these years to discuss his plans with the neighbors in good faith.

The DR requesters -- my neighbors and I -- have been consistent from the beginning in our view that we do not oppose development, but what has consistently been presented is out of scale with the neighborhood, inappropriate in its design and totally insensitive to the character and needs of the historic environment of the family neighborhood it abuts. For a developer to start his discussions at 500% of what is reasonable and modify to 450% is not dealing in good faith.

This proposal is an experiment. The developer's architect has said as much. They are pushing the limit of height at what everyone had recognized is this fragile margin between Eastern Neighborhoods and the Liberty Hill Historic District. And they are proposing the first ever zero parking apartments in San Francisco, where other comparable developments include parking, and Mr. Antonaros' own development directly on the T line includes parking.

(Parenthetically, we have been told from the beginning that these would be small rental units. Indeed, Mr. Antonaros said as much during our meeting a couple of weeks ago. Mr. Rutherford did not disagree until later in the same meeting when he was asked a direct question about rental rates and he revealed to us for the first time that these units will be sold as condominiums at prices he refused to disclose to us.)

Although they have claimed as recently as this month that they want to build with zero parking because they believe it is forward-looking and they believe in the environmental benefits of public transit and bicycle riding, both Mr. Rutherford and Mr. Antonaros have driven their private vehicles to every meeting they have attended in the neighborhood, belying their pure motives, undermining their stated beliefs and sometimes parking on the sidewalk.

Mr. Rutherford seeks to build apartments with no parking, stating his belief that the residents will rely on public transit and bicycles in spite of the fact that their EIR document found that the development would result in an additional 32 automobiles. Mr. Antonaros insisted in a neighborhood meeting years ago that the residents of the new development would be *ineligible* for neighborhood parking permits on Hill Street. I question whether that was true then, but it certainly is not true now. The current design calls for what was supposed to have been a Valencia Street commercial building to have its address and entrance on little single-block Hill Street (#1 Hill Street in the current rendering), where there are precisely 32 parking spaces, all of which may be taken over by this single lot, to the significant disadvantage of an entire block of existing residents.

The rationale for zero parking rests in part on the Mission being "well served" by public transit. Muni is nobody's idea of a good public transit system. The Liberty Hill neighborhood is in fact the largest residential area of the city with no transit. On our outskirts, transit lines have been reduced. Muni operates at under 70% of already modest performance goals, and that rate continues on a downward trajectory. To permit zero-parking construction here would be to build on an absolute falsehood -- the false premise that we have good public transit.

Please take Discretionary Review for this project to permit **responsible** development of this small parcel on the fragile edge of this historic district.

Respectfully,

Elizabeth Zitrin

8/23/12

TO: Members of the Planning Commission

FROM: Fran Cavanaugh
Valencia Street Resident
and business owner
(360) 531-1061

RE: Opposition to 1050 Valencia St proposed project and
AN INVITATION to the Commissioners to WALK THE BLOCK
between 21st and 22nd St on Valencia and 1 block of
Hill St to see how this project will affect our
neighborhood.

Dear Commissioners:

I have owned the building directly across the
street from the 1050 project for 37 years. I live above
one of the commercial spaces in my building.

This block of Valencia epitomizes all the terms
that appear in the Eastern Neighborhoods Plan —
"vibrancy, economically healthy small businesses, historical
character, affordable living and business spaces."

These are objectives that you work hard to
preserve and encourage. These terms and
objectives are ALIVE and WELL on this block.

Merchants, residents and visitors have
concerns that this formulaic high rise, 12 unit
condo with no parking is out of character with
this neighborhood and will adversely affect
health of business and living on this street.

We invite you to come to our block
and Valencia Street - talk with our merchants
and get a sense of what a very tall, poorly
designed building in the middle of the block
and the entryway to Hill St Historic District
could do to this neighborhood.

Thank you for considering our situation.

Sincerely, Fran Cavanaugh

Valencia Merchants between 21st & 22nd Streets
- opposed to current plan for
1050 Valencia St.

Valencia Whole Foods Side Walk Juice	999 Valencia 3287 21st St.
Decamore Market	1001 Valencia
Iberrra Brothers Printing	1009 Valencia
Valencia Optometry	1000 Valencia
Thomas Harvey Realty	1048 Valencia
Casa Bonampak	1051 Valencia
Aguaricus Records	1055 Valencia
We Do Sushi	1071 Valencia
The Lotus Center	1085 Valencia
Laku	1089 Valencia
The Pretty Pretty Collections	3290 22nd St.
Yotopia Organic Frozen Yogurt	3280 - 22nd St
Lost Weekend Video	1034 Valencia
Dema	1038 Valencia
Ritual Coffee	1026 Valencia

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Tracey Enriquez	Casa Bonampak	1051 Valencia
Nancy Charraga	Casa Bonampak	1051 Valencia

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name

Name of Business

Address

Chris Spaid

Valencia Wh. FDS,
(23gs)

999 Valencia

Sticks out like a sore thumb
~~NO PARKING~~

Yanof Nazal

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name

Name of Business

Address

Mounzer Al Badah

~~Whole Food~~
Valencia 999
~~Whole Food~~
Whole Food

Valencia 999 St
94110

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
<i>Jane Murray</i>	<i>Sidewalk Juice</i>	<i>3287 21st SF, CA, 94110</i>

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name

Name of Business

Address

Sam
Alex.

Decameve Market.
''

1001 Valencia.

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Jose Ibarra	Ibarra Brothers Printing	1009 Valencia St.
Evelyn Cobos	Ibarra Brothers Printing <u>20 years Business</u>	

Note: Building too high and building surrounding are ~~2~~ ² story and three story high max! Project should fit the neighborhood better. Also no parking in building is a big problem in this street.

To: The San Francisco Planning Commission

I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME *RON WINTERSTEIN*
THE LOTUS CENTER

ADDRESS *1085 VALENCIA ST.*
SF 94110

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
AKA Yaeko Yamashita	LAKU 10 yr +	1089 VALENCIA ST SF CA 94116

I don't want to High Building

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Megan Schneider (general manager)	The pretty pretty collective 2 years	3290 22nd St.

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Tifanie Acenas	Yotopia Organic Frozen Yogurt	3280-A Bartlett St. 22nd

Should at least make the building a little lower, if starting to make high buildings, it would look like a ~~basic~~ business looking place. Valencia is a good place for residents/~~at~~ tourists shop, eat at restaurants, and go to bars.

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Christy Colcord	lost weekend (15 years) video store AT location	1034 Valencia
David Hawkins	"	"
ADAM PEWLER	"	"

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name

Name of Business

Address



DEMA GRIM

DEMA

1038 VALENCIA SF 94110

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
ANDREW CONNORS 	AQUARIUS RECORDS	1055 VALENCIA ST.
<hr/>		
ALLAN HORROCKS 	AQUARIUS RECORDS	1055 VALENCIA ST. 23 years at this location

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

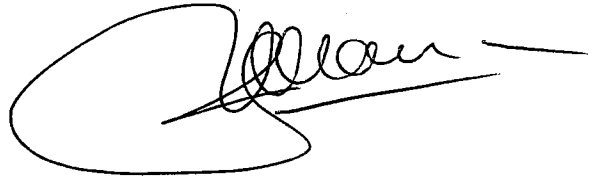
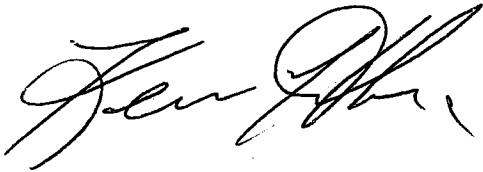
Name

Name of Business

Address

Kevin Joe	SF Autoworks	1021 Valencia St 20 years here!
--------------	--------------	------------------------------------

The building that is proposed is out of character of the neighborhood.



To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

WE BE SUSHI

ADDRESS

MASAFUMI TSUTSUI
Masafumi Tsutsui

1071 VALENCIA ST.
SAN FRANCISCO, CA 94110.

To: The San Francisco Planning Commission

As an owner/manager of a business on Valencia Street I will be negatively impacted by a five-story, fifty-five foot high, twelve unit apartment building (1050 Valencia Street) on the corner of Valencia and Hill Streets. The big box, formulaic apartment building that is proposed is out of character with the charming identity of mostly one, two and three story buildings and stores along this stretch of Valencia Street and surrounding blocks. It threatens the small neighborhood feeling that attracted us to locate our business here and which attracts the clientele that we depend on for our survival. We respectfully request that you reject the plans submitted for 1050 Valencia and ask the developer to submit plans that are compatible with our neighborhood.

Name	Name of Business	Address
Joseph Nazza	Valencia Whole Foods	999 Valencia St
Yanira Carcamo	Valencia Optometry	1000 Valencia St
Thomas D Harvey	Thomas D HARVEY REALTOR	1048 Valencia

Residential Opposition
Hill Street

906/0131

Hill St Opposition

#	Name	#	Name
6	Tom Harvey		JJ Shultz
8	Jane Ponce	15	Mike Bailey
10	Risa Teitelbaum	25	Paula Baverum
10	Leonard Fisher		John Levari
		33	Martha C Beecher
		33	Zalha Ancely
12	Ric West	35	Zalha Ancely
	M. Provanaro	41	Patrick Lyle
	Carrie Maloney	45-47	Tom Cervantez
16	Courtney Warrell	49	Zoe Lyle
20	Mike Maier		Anna + Joe Magzetti
	Sue Lebeck	53	
22	Audrey Bower	55	Lisa Hubbert
24	Vaughn Shields		Ron and Margaret Wilson
30	Peter Keinke	83	Roger Brace
	Katherine Bowsher	91	Barbara Russell
34	Elizabeth Zirin		
80	Alice LaRocca	12 1/2	Andrew Mora
			Jessica Dega
14	Brook Anderson		
16	Elizabeth Lows		
18	Warren Sprunger		
17	MONA BOURELL		

Neighbors: Please sign and return this card to DPH
by Wed 5/22 Thank you!

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

ADDRESS

Zalka Ancely	35 Hill Street, S. F. CA 94110
Norma C. Becker	33 Hill St. #3, SF CA 94110
Zalka A. Ancely	33 Hill St #3 SF, CA 94110
Andrew Moran	12 1/2 Hill St Apt B SF CA 94110
Jessica Vega	12 1/2 Hill St Apt B SF CA 94110

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

8-20-12

NAME

ADDRESS

Phone

Tom Cervantez

45-47 Hill St,
SF CA 94110

415-250-8906

(owner)


sig: 

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

ADDRESS

Cynthia Taylor



24 Hill Street, SF 94110

ELIZABETH LOAN

14 10 HILL ST #3 94110

Courtney Harrell

16 Hill St. # 1 94110

Warren Springer 

18 Hill St # 94110

26

for all

28

Patrick Tyfe

41 Hill St #3

45-7

Zoe Tyfe

49 49 Hill St 94110

August, 19, 2012

To: San Francisco Planning Commission
San Francisco CA

From: John F Levin, 25 Hill Street

RE: Proposed construction of 12 unit 55 foot Apartment
Building at 1050 Valencia Street

Dear Commissioners,

This building, as proposed by the developer, is a nail in the coffin of my neighborhood where I have lived for the last twenty years. It will put my back yard and house in permanent shadow, double the already serious traffic and parking problems and create a prominent eyesore on one of the few remaining authentic pre-earthquake Victorian neighborhoods that remain in the city. I urge you to request that the developer redo his design so that it is on scale with our neighborhood as well as the surrounding buildings on Valencia Street and has an aesthetic value that compliments our neighborhood rather than a cancer in our midst.

Respectfully,

A handwritten signature in black ink, appearing to read 'John F. Levin', with a long horizontal flourish extending to the right.

John F. Levin
25 Hill Street
San Francisco, CA 94110

August 19, 2012

San Francisco Planning Commission

Re: Planned construction at corner of Valencia and Hill Streets

As a 20-year resident of this neighborhood, I am deeply concerned about the planned building. It would cast a shadow over my now-sunny yard. Furthermore, having a multi-unit residence building without parking would inevitable make parking impossible here. The owners have shown no willingness to address the adverse impact on our neighborhood.

Sincerely,

A handwritten signature in cursive script that reads "Paula A. Braveman". The signature is written in black ink and is positioned above the typed name.

Paula Braveman, MD, MPH

25 Hill Street

San Francisco 94110

20 Aug 2012

Planning Commission

I live on Hill Street in my family home of over 60 years.

I object strongly to the plan to build a 5 story building at 1656 Valencia. This will impact the historic neighborhood of Liberty-Hill in a negative way.

Please if construction is a must - limit it to 2 or 3 stories to fit with other residences & business nearby. PARKING is another issue. Where will the residents of this new complex park? It is lofty but unrealistic to think people will ride bikes, walk or use transit.

Mona Brunell
18 Hill St
SF 94110

Peter S. Heinecke
30 Hill Street
San Francisco, CA 94110

August 22, 2012

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 1050 Valencia Street

To the Commission:

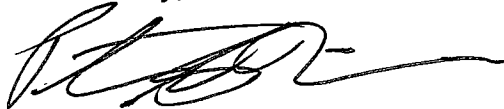
I am writing to voice my strong opposition to the proposed five story apartment building at 1050 Valencia Street. The building is out of scale and out of character with the neighborhood. It will negatively impact the historic nature of Hill Street and loom over the merchants on Valencia Street.

For the last several years, I and other residents of the neighborhood and have tried to work with the developer on this matter. Unfortunately, he has been unwilling to discuss any changes to the building to address our concerns. Indeed he has made it clear that he does not care what we think.

For example, in December of 2010, 15 residents of the neighborhood attended the required meeting with developer regarding the plans. All of the residents at the meeting strong opposed the plans and asked that they be altered. Rather than considering that input, the developer went ahead and filed the plans that very day. It was clear that he was participating in the meeting only because the City's rules required him to participate -- not because he was interested in listening to or responding to neighbors' concerns.

As you will recall, when this matter last came before the Planning Commission, several commissioners voiced the opinion that the building was inappropriate for the neighborhood and the commission approved a resolution asking that the developer work with the neighbors to develop something more appropriate. I ask that you hold the developer to that resolution and reject this current proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter S. Heinecke', with a long horizontal flourish extending to the right.

Peter S. Heinecke

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME Julie Roberts

ADDRESS 59 Hill St.

Anna Mozetti

55 Hill St.

Joe Mozetti

55 Hill St.

DALE DUNCAN

71 Hill St.

PAUL BOHM

89 HILL ST

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME Susan Warren
715 8212437

KRISTIN GRANT

McKenya Stayner

MIKE RICHESON

Christian Curbo

PETER SHAO

Katrina Dahlhausen

Elizabeth Castaneda

Paul Potogian

ADDRESS

1067 Valencia St #16
San Francisco, ca 94110

1067 VALENCIA ST #5
SAN FRANCISCO, CA 94110

#4

1067 VALENCIA ST #10
3140 San Jose Ave.

2980 36 TH AVE
C works @ 'valencia cycling'
SF CA 94116

1067 Valencia Street #6
San Francisco, Ca, 94110

2976 23rd St.
SF. CA 94110

2976 27th St; SF, CA 94110

employee
@ valencia
st. business

Individuals signing petition
objecting to current proposed
plan for building at
1050 Valencia St.

Signatures collected by merchants
from their customers on Valencia St
(Block between 21st St + 22nd St.)

To: The San Francisco Planning Commission

I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME	ADDRESS
MATTHEW J. ROGERS	322 6 th AVENUE, SF. CA. 94118
Roberto Martirelli	1573 Dolores St SF
LORIC SIH	398 CORNWALL ST. SF, CA 94118
Kriya Babani	714 Valencia 94110
Anthony Gelica	8910 Taus Way, City, CA
Deborah Giattina	2969 26th St SF 94110
Carolyn Muzt Ritchie	46 Friendship Walk Jolm St. 94110
Matt ERNEST	76 1/2 SYCAMORE ST SF 94110
Alex Fbring	527 GUERRERO ST. SF
Ronoldi Valencia	861 SouthVannest Ave SF
Isolvia Ohman	3011 Laguna St SF
TRINA Slabiak	3440 25th St #202 SF CA 94110
WARREN HUEGEL	3515 1/2 24 th St. SF CA 94110
SCOTT HEWICKER	3264 17 th ST SF, CA 94110
Dan Weiss	975 Valencia #2 SF, CA 94110
IRWIN SWIRNOFF	581 GUERRERO ST, CA 94103

To: The San Francisco Planning Commission

I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

SHANNON TUCKER
NAME Ashley Padilla

Ben Gatchell

Josh Karpinski

Dan Stangl

TALA BRANDIS

Sally A. Juy

Katle Centeno

Martin Rapastu

CHRIS CHIMENTI

Erich Richter

Megan Morales

Danniel Fure

Richard Harvey

DANIEL SULLIVAN

ELIZABETH DAY

Breon Decuir

Kyle Hase

Bryan Lutkin

MARY SHEPPARD

Michael C. Andersen

876 VALENCIA ST. SF 94110
ADDRESS 1274 47th Ave San Francisco CA 94122
1034 Valencia St

2230 Mission St. #4, SF, CA 94110

16 Camp St, SF CA 94110

2261 Market St. #247A 94114

3219-23rd St. #1/SF 94110

45 Maxwell Ct., SF CA 94103

3286 - 22nd St. SF. 94110

3659 20th St. #A SF 94110

1463 Shotwell 94110

733 S. Vanness H6 94110

733 S. Vanness H6 94110

77 Miguel St 94131

559 VALENCIA ST #35 94110

3600 20th St #108 SF CA 94110

1150 A South Vanness

769 CAPP ST. SF, CA. 94110

190 Lexington

1240 Valencia St. SF, CA 94110

747 CAPP ST. S.F. CA 94110

Sue Lebeck
Sidney Jung

Carmel Cron

Dae Han
Hannah Swenson

Gina Robertson

Katie Wadley

Patty Whuffman

~~Diana~~ Janal Almaso

Sarah O'Leary

Nate O'Leary

ROBERT DETMAN

Molly Craft
Emmanuel Tajman

Debbie Dells

Steve Dells

Rose Larsen

Joe Rosado

ROXANNE GOODYKOW

Michael Hession

RINA WEISMAN

Jared Donisvitch

20 Hill St. SF 94110

376 San Carlos St. SF 94110

978 Valencia St. SF, CA 94110

978 Valencia St. 94110

16 Camp Street, SF 94110

3258 Harrison St, SF 94110

1354 Vermont St, SF 94110

2457 Folsom St 94110

878 Dolores St #1 94110

574 Nagaw SF 94112

2393 Bryant St 94110

337 SAN CARLOS ST. 94110

781 A Guerrero St.

3460 17th St, SF CA 94110

3536 21st St 94114

3536 21st St 94114

3617 23rd St. 94110

3346 22nd 94110

1400 South Van Ness 94110

1119 Guerrero St #3 94110

1459 18th St. 94107

770 Capp St 94110

~~Geor~~
Amanda McBride

2731 Harrison St 94110

Simon Phipps phipped@gmail.com
Lauren Reidenberg 775 Dolores St., SF 94110
Todd Smithline 308 San Francisco Ave., SF, CA 94110

Jennifer Laurson 45 Alvarado St, SF 94110
Doree Roberts 70 Liberty St, SF 94110
~~Doree Roberts~~
Todd Sanchini 3877 25th St SF 94110
Holly Coley 3416 26th St Apt #10, SF CA
Josh Miller 3416 26th St #10 SF CA 94110
BERNARD MORRIS 3329 22ND ST SF CA 94110
ANNA ROWLAND 3329 22ND ST SF CA 94110
Brooke Johnson 1151 Market St. SF CA 94103
Windy Chien 2862 21st St. SF 94110
JOSHUA BASCOCK 2125 BRYANT #111, SF 94110
Eric Forrest 39 Fair Oaks #301, SF 94110
Kirt Burdick 1272 S. Van Ness #101 SF 94110
Heather Coppersmith 3508 26th St SF 94110
Mon C. Jones 3508 26th St S.F. 94110
Yas Etessam 635 Capp St. SF 94110
Colby King 719 Treat Ave. SF, CA 94110
C. ILLICK 1015 Guerrero SF, CA 94110

John Phillips
COURTNEY ATINSKY
Chris Mustain-Wood
Thatcher Hayward
Alice Shaw
Alexes Bowyer
Zack Epcar
Tessu Morikawa
PAULA HEANEY
Shani Heckman
Hendrik Fuhrmeister
Rebecca Rapaport Ness
TOM MULLANEY
Dionne Stevens
Ann Nore
FRED BARNES
Joe Benson
Dylan Tidyman-Jones
BLAINE SHIRE
Jan K. Burke
Tricia van Klaveren

338 Lexington St. S.F., Ca 94110
1075 Valencia St #2, SF, CA 94110
1323 Stevenson St. SF, CA 94103.
3468 21st St SF CA 94110
946 York St SF CA 94110
376 Dolores St. SF CA 94115
1190 Treat Ave SF CA 94110
333A 21st Street SF CA 94110
1571 Dolores St SF CA 94110
31 28th St SF CA 94110
3140 21st St, SF CA 94110
84 Hill St SF CA 94110
440 Bartlett St SF CA 94110
3272 Harrison St - SF 94110
688 Capp St - SF 94110
60 KEystone Way 94127
3358 - 22nd Street SF 94110
3416 18th St SF 94110
3430 21st St #201 94110
77 Liberty St. 94110
4434 23rd St SF CA 94114.

abeyatungek@ymail.com Krishan Abeyatunge
Sian Clark 324, San Carlos St, San Francisco

HARAT GONDARE 846 DOLORES ST SF
Gizella Babcock 2125 BRYANT ST. # SF CA 94110

Michelle Fady 3844 21st St, SF 94114

Robin Germain 336 San Jose
SF 94110

Gail Williams gwilliams 2457 Folsom
SF 94110

Wilma Bass 3575 22nd St, SF 94114

Vanessa Watt 3562 22nd St. SF 94114

Annie Gwynne-Vaughan 137 Winfield St SE
CA
94110

Kathy O'Grady 922 Valencia St, # D SF, CA 94110.

STEPHEN MORÉ 3500 21st St. SF, CA 94114

RAY DYER 343 SAN CARLOS ST. SF 94110

Shan PHUKAN 343 SAN CARLOS ST 94110

Holly & Mario Wagner 3351A 22nd Street
San Francisco CA 94110

Cat Herbin

~~159~~ 192 29th St.

Michael Aldridge

415-407-1606 78 Alvarado Street

LISA R G

415-407-1604 78 ALVARADO ST.

TERESA DWORBAR

~~415~~ 3605-23rd St

Nathan Murray

415-866-0760 915 Trent Ave SF
94110

Natalie Greene

(415)377-5061 179 Teddy Ave. SF, CA 94134

Conner Blandhij

632-9291

375 Potrero Ave No.

Zoe Overbeck

415-601-1511
Vienna St.
SF, CA

St 94103

AMANDA WATTS

ALLISON GRATTON

267-254-0928

2745 MISSION ST.

609-356-4820

94110

2745 MISSION ST. 94110

Alex HANSEN

415-350-2823

SAM MURCH

614 397 4279

2733 HARRISON ST 94110
899 CAPP ST 94110

Priscilla J Frack

415-285-2724

161 FAIROAKS ST 94110

Mia Bird

(415) 602-8594

3329 22nd St 94110

ARIEL DUNITZ JOHNSON

415 710 0428

~~3329 22nd St~~ 94110

Karine Guil

917-297-8287

2542 Tolman 94110

KARA BUDER

415 431 5014

1754 ALABAMA STS SF
CA

To: The San Francisco Planning Commission

I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

ADDRESS

Sheela Mahoney
Roslyn Kirby
Robin Honey

393 Union St SF CA.
1386 Union St SF 94109
1754 Fell St SF 94117

We come to this neighborhood to shop eat and enjoy the "vibe" of a truly San Francisco neighborhood. This building is too tall and out of character with nearby buildings and will detract from the pattern here. Bring it Down - Reduce scale & get parking. The 21st Garage fills up, the 17th St lot is now a park and Parking IS an issue. Not everyone comes here on Bikes!

To: The San Francisco Planning Commission

I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME



ADDRESS

232 24th St - SF CA 94131

8/28/12

Residents of Hill and Valencia + Additional signatures -
Individuals opposed to current
Proposed Plans for 1050 Valencia St.

Peter S. Heinecke
30 Hill Street
San Francisco, CA 94110

August 22, 2012

San Francisco Planning Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: 1050 Valencia Street

To the Commission:

I am writing to voice my strong opposition to the proposed five story apartment building at 1050 Valencia Street. The building is out of scale and out of character with the neighborhood. It will negatively impact the historic nature of Hill Street and loom over the merchants on Valencia Street.

For the last several years, I and other residents of the neighborhood and have tried to work with the developer on this matter. Unfortunately, he has been unwilling to discuss any changes to the building to address our concerns. Indeed he has made it clear that he does not care what we think.

For example, in December of 2010, 15 residents of the neighborhood attended the required meeting with developer regarding the plans. All of the residents at the meeting strong opposed the plans and asked that they be altered. Rather than considering that input, the developer went ahead and filed the plans that very day. It was clear that he was participating in the meeting only because the City's rules required him to participate -- not because he was interested in listening to or responding to neighbors' concerns.

As you will recall, when this matter last came before the Planning Commission, several commissioners voiced the opinion that the building was inappropriate for the neighborhood and the commission approved a resolution asking that the developer work with the neighbors to develop something more appropriate. I ask that you hold the developer to that resolution and reject this current proposal.

Sincerely,



Peter S. Heinecke

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

ADDRESS

Zalka Ancely
Norma C. Becker

35 Hill Street, S. F. CA 94110
33 Hill St. #3, SF CA 94110

Zalka A. Ancely
Andrew Moran
Jessica Vega

33 Hill St #3 SF, CA 94110
12 1/2 Hill St Apt B SF CA 94110
12 1/2 Hill St Apt B SF CA 94110

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

Cynthia Taylor

ADDRESS

24 Hill Street, SF 94110

ELIZABETH LOUIS

10 HILL ST #3 94110

Courtney Harrell

16 Hill St # 1 94110

Warren Springer 1205

18 Hill St # 94110

Patricia Zoh

41 Hill St # 3

Zoe Fyfe

49 Hill St 94110

August 19, 2012

San Francisco Planning Commission

Re: Planned construction at corner of Valencia and Hill Streets

As a 20-year resident of this neighborhood, I am deeply concerned about the planned building. It would cast a shadow over my now-sunny yard. Furthermore, having a multi-unit residence building without parking would inevitable make parking impossible here. The owners have shown no willingness to address the adverse impact on our neighborhood.

Sincerely,

A handwritten signature in cursive script, reading "Paula A. Braveman". The signature is written in black ink and is positioned above the typed name.

Paula Braveman, MD, MPH

25 Hill Street

San Francisco 94110

20 Aug 2012

Planning Commission

I live on Hill Street in my family home of over 60 years.

I object strongly to the plan to build a 5 story building at 1650 Valencia. This will impact the historic neighborhood of Liberty-Hill in a negative way.

Phase of construction is a must - limit it to 2 or 3 stories to fit with other residences & business nearby. PARKING is another issue. Where will the residents of this new complex park? It is lofty but unrealistic to think people will ride bikes, walk or use transit.

Mona Brunell
18 Hill St
SF 94110

August, 19, 2012

To: San Francisco Planning Commission
San Francisco CA

From: John F Levin, 25 Hill Street

RE: Proposed construction of 12 unit 55 foot Apartment
Building at 1050 Valencia Street

Dear Commissioners,

This building, as proposed by the developer, is a nail in the coffin of my neighborhood where I have lived for the last twenty years. It will put my back yard and house in permanent shadow, double the already serious traffic and parking problems and create a prominent eyesore on one of the few remaining authentic pre-earthquake Victorian neighborhoods that remain in the city. I urge you to request that the developer redo his design so that it is on scale with our neighborhood as well as the surrounding buildings on Valencia Street and has an aesthetic value that compliments our neighborhood rather than a cancer in our midst.

Respectfully,




John F. Levin
25 Hill Street
San Francisco, CA 94110

15th of Uppanun

#	Name	#	Name
6	Tom Harvey		JJ Stultz
8	Jane Ponce	15	Mike Bailey
10	Rina Teitelbaum	25	Paula Bawerna
10	Leonard Fisher		John Levari
		33	Martha C Beeher
12	Ric West	33	Zalka Anceley
	M. Provanano	35	Zalka Anceley
	Carrie Maloney	41	Patrick Lyle
16	Courtney Warrell	45-47	Tom Cervantez
20	Mike Maces	49	Zoe Lyle
	Sue Lebeck	53	Anna + Joe Magyette
22	Audrey Bower	55	Lisa Hubbest
24	Vaughn Shields		Ron and Margaret Wilson
30	Peter Keinke	83	Roger Grace
	Katherine Bowsher	91	Barbara Russell
34	Elizabeth Zabin		
80	Alice La Rocca	12 1/2	Andrew Moca
			Jessica Dega
14	Brook Anderson		
16	Elizabeth Lous		
18	Warren Springer		
17	MONH BOURRELL		

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME	ADDRESS	Phone
-20-12 Tom Cervantez (owner) Sigi: 	45-47 Hill St, SF CA 94110	415-250-8906

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME Julie Roberts

ADDRESS 59 Hill St.

Anna Monetti

55 Hill St.

Joe Monetti

55 Hill St.

DALE DUNCAN

71 Hill St.

LAUL BOHM

89 Hill St.

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME Susan Warren
415 8212437

ADDRESS
1067 Valencia St #16
San Francisco, ca 94110

KRISTIN GRANT

1067 VALENCIA ST #5
SAN FRANCISCO, CA 94110

McKenya Stayner

#4

MIKE RICHESON

1067 VALENCIA ST #10

Christian Curbo

3140 San Jose Ave.

no use
valencia
business

PETER SHAO

2980 36 TH AVE
(works @ 'valencia cycling')
SF CA 94116

Katrina Dahlhausen

1067 Valencia Street #6
San Francisco, Ca, 94110

Elizabeth Castaneda

2976 23rd St.
SF CA 94110

Paul Potogian

2976 27th St SF, CA 94110

August 20, 2012

Planning Department Commissioners
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Re: 1054 Valencia St. "Spork" Development Project

Dear Commissioners,

As long-time residents of the Liberty Hill historic district, we oppose the development project at 1054 Valencia Street because - as it stands - this project is out of character for the neighborhood, and is not a fit for our community. We recognize the need for increased affordable housing in this district, and we support efforts by developers to provide such. However, projects should meet the most basic requirement of being a fit within a neighborhood. This project - and this developer - fails in this regard.

We, along with our neighbors, have repeatedly tried to get the developer to work with us to make this development a better fit for the neighborhood, and the developer has consistently refused to cooperate. The developer has made promises to do so, but has never fulfilled on those promises, and has indeed been belligerent towards us, and has flaunted city codes.

Unless or until the developer agrees to work with the neighbors in good faith, we cannot support this project. We respectfully ask that the commissioners not allow this project to proceed as is.

Sincerely,

Jake Barlow and Clarice Corell
873 Guerrero Street
San Francisco, CA 94110

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME

Jonathan McIntosh

ADDRESS

1053A Valencia street

To: The San Francisco Planning Commission

As a resident of the first block of Hill Street and the immediate neighborhood surrounding 1050 Valencia I oppose the plan to build a fifty-five foot high, twelve unit apartment building. It is incompatible in its size, density and aesthetic with the Liberty Hill Historic District it abuts as well as the surrounding neighborhood of mostly two and three story residences, stores and cultural centers. We respectfully request that you reject the proposed plans for 1050 Valencia as drawn and ask the developer submit plans that are more compatible with our neighborhood.

NAME ANITA MARIE

ADDRESS 1053A VALENCIA

COMMENTS:

I've lived across the street from the proposed development site for over 2 years. It's a great neighborhood to live in with a diversity of locally owned shops and restaurants with a thriving tourist culture. I'm concerned about the development of condominiums that don't take into consideration the historical culture and architecture of the location. The big boxy modern designed condos that have been built further north on Valencia are quite an eye sore and unfortunately have been designed to ignore the rich thriving historical culture that we are working to maintain in the area.

The proposed condos are directly in front of my window and I hope the developers take into consideration the character of the neighborhood and the residents who have lived here for years and built a community together.

Jon Porras

Cameron Shafii

Elaine Jones

Josh Pollack

EVANS HANKEY

Tobin Konrad

3538 18TH ST #4 SF CA 94110

2602 ADELIME ST OAKLAND, CA 94607

1400 McAllister St. SF, CA

1312 Cole, SF CA

71 DOUGLASS STREET SF, CA 94114

436 MASON ST SF 94102

Fwd: Additional Signatures

From: **Peter Heinecke** (pheinecke@gmail.com)
Sent: Sun 8/26/12 9:20 PM
To: **marty Frank** (mfcpt@hotmail.com)

Here are some additional signatures; note that I did get 65.

Also, you should check the addresses of the people signing online and make sure we get all of them included.

Peter

----- Forwarded message -----
From: Peter Heinecke <pheinecke@gmail.com>
Date: Mon, Aug 20, 2012 at 7:33 PM
Subject: Additional Signatures
To: RisaTeitelbaum <risat123@comcast.net>

Risa:

We can talk later, but to avoid confusion I thought I would send this to you in writing.

I got signatures for 59-61, 71 and 89. Zoe at 49 says she has signed - so you can include her house. I have sent an e-mail to 65 and assume they will support us.

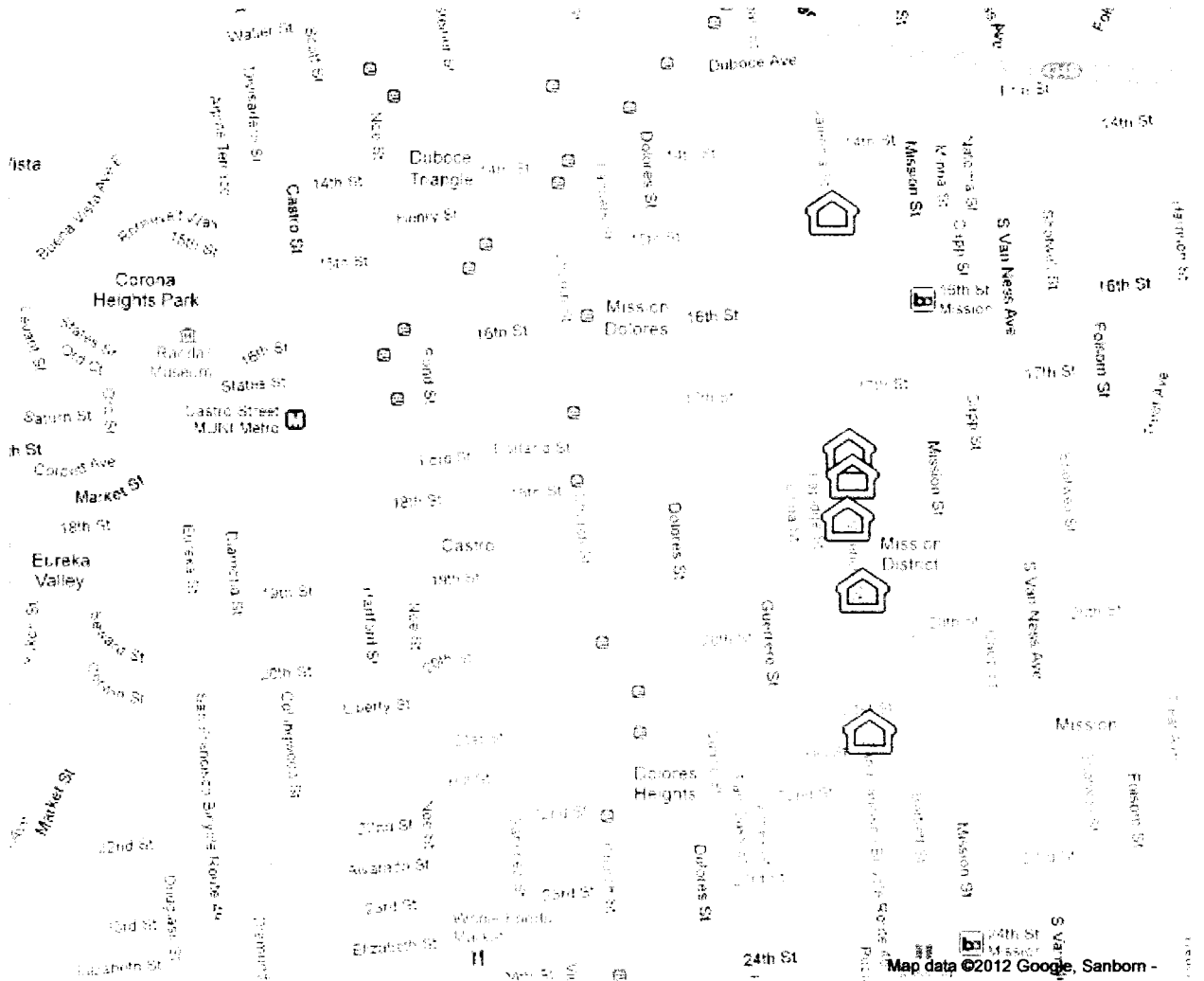
So that leaves 45-7, 77-9, and 97-99 47A said "no", so we will need to target the other units in the 45-7 complex.

Cheers,

Peter



To see all the details that are visible on the screen, use the "Print" link next to the map.



Housing Developments on Valencia

Public - 2 627 views
 Created on May 25, 2011 - By rigoberh - Updated May 25, 2011

- 14th
299 Valencia @ 14th, 24 condos
- 15th
411 Valencia Street
 six-story mixed-use building, 24 residential units, 1,330 square feet of residential space, 16 off-street parking spaces. Status: Awaiting Approval.
- 19th
700 Valencia Street
 Five-story building, 9 residential units, nine parking spaces. Status: Begun Construction.
- 19th
736 Valencia Street
 five-story building, eight units, 8 parking spaces; Status: Complete
- 21st
1050 Valencia Street
 five-story building, 16 residential units. Status: Awaiting Approval.
- 19th
3500 19th Street 5 story, 17 units, 2,500 ft² commercial, 11 parking spaces, Awaiting Approval
- 20th
899 Valencia 5 story, 18 condos, 3 retail 700 ft², 18 parking spaces awaiting Approval

five-story building, 17
residential units, 2,800 square feet of retail space and 17 parking spaces. Status: Awaiting Construction.



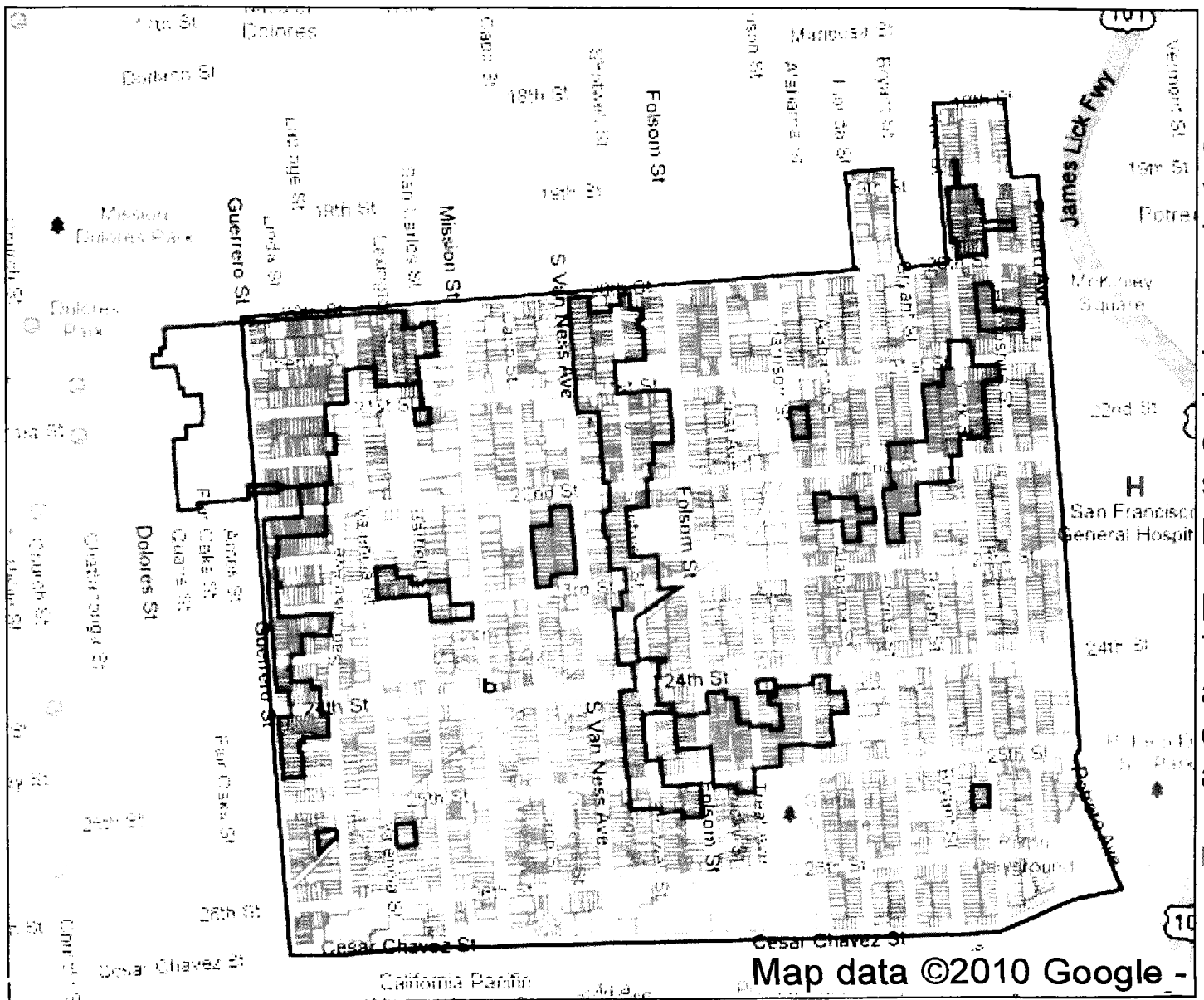
899 Valencia

Five-story building, 18 housing units, 7,100 square feet of retail space, 18 parking spaces. Status:
Awaiting Approval.

South Mission Historic Resources Survey

822 Shotwell Street

Search



Sucre, Richard

From: marty Frank <mfcpt@hotmail.com>
Sent: Tuesday, August 28, 2012 4:39 PM
To: Wynne, Mike; Sucre, Richard
Subject: 1050 Valencia/ additional signatures

Hi Mike - the map looks very good. It is clear and contains a lot of information.

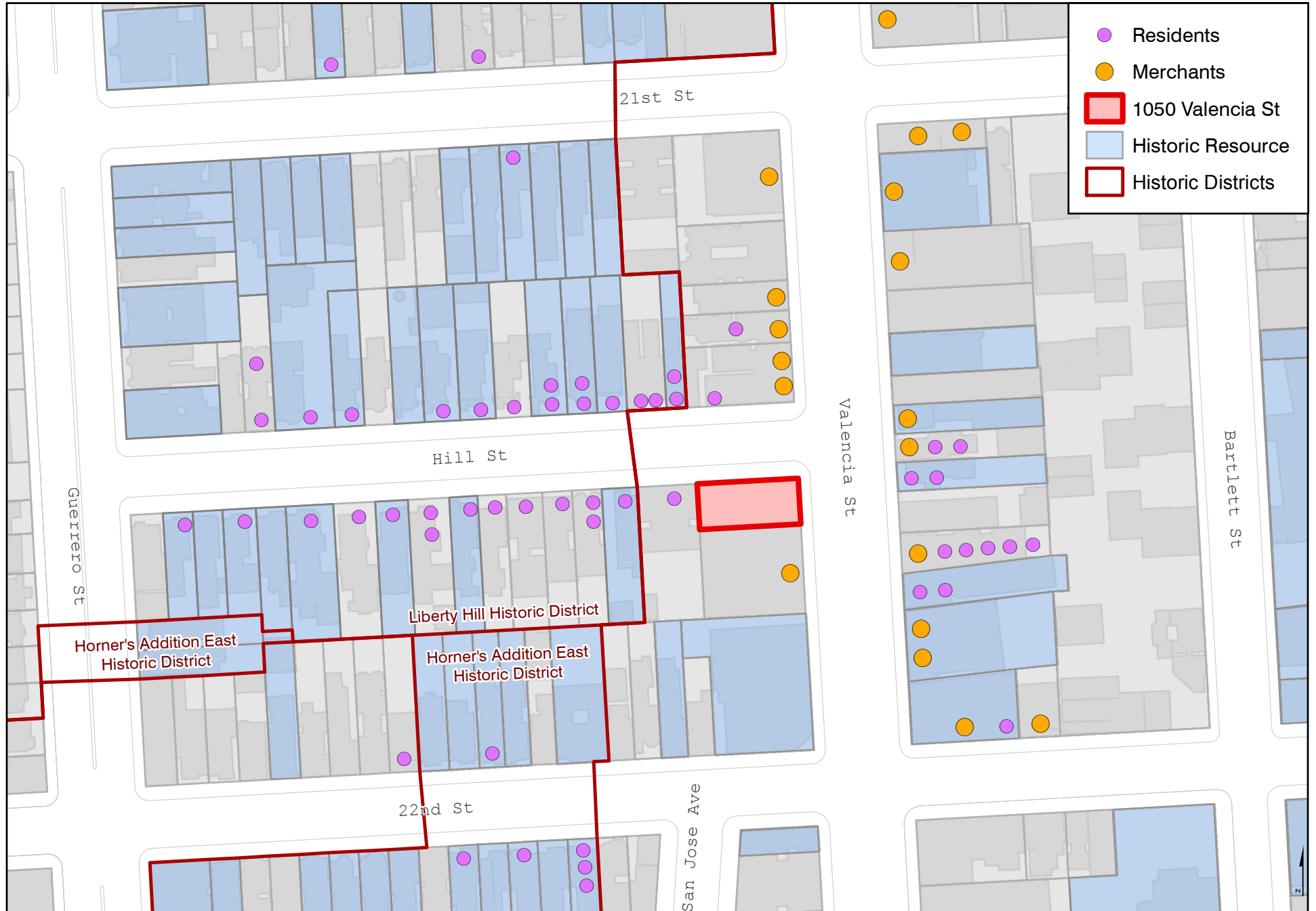
Additional signatures that were picked up after our meeting :

579 Valencia #2
3358 22nd St
3600 20th St #212
1067 Valencia St
1042 Valencia #1
555 Bartlett #216
1075 Valencia #5
978 Valencia
3536 21st St
3617 23rd St
70 Liberty St
3329 22nd St
2862 21st St
1075 Valencia St #2
3468 21st St
3140 21st St
84 Hill St
3358 22nd St
3430 21st St
77 Liberty
3475 18th St
34 Liberty St
3256 21st St #11
3378 22nd st
1034 Valencia
3659 20th St
3600 20th St
1240 Valencia
716 Valencia
2956 22nd St
38 Liberty St

There are signatures to accompany these addresses but you just use the addresses to create the map. I can get a copy of the signature pages to you.

thank you for your assistance with this map. Sincerely, Fran Cavanaugh

Merchants and Residents in Opposition to the 1050 Valencia St Project



Sucre, Richard

From: Ric West <thericw@hotmail.com>
Sent: Tuesday, August 28, 2012 9:42 AM
To: Sucre, Richard
Subject: 1059 Valencia

Dear Sir

As a resident on Hill Street, #12,

I am very concerned about the proposed project and it's impact on the neighborhood. We have had meetings with those planning the project and they have been constantly misleading us as well as refused to compromise They told us it would not have a loading dock on Hill Street but are planning one. They said it would be low cost apartments but they plan condos. The added auto traffic it would bring is going to contest an already stressed neighborhood.

Please help us in working some kind of compromise with the developer Sincerely Fredric West

12 Hill St Apt 3

SF CA 94110

Sucre, Richard

From: Jake Barlow <seejake@gmail.com>
Sent: Tuesday, August 28, 2012 4:07 PM
To: Sucre, Richard
Subject: Case No. 2012.0723D 1050-1058 Valencia Street

August 28, 2012

Planning Department Commissioners
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Re: Valencia St./Hill St. "Spork" Development Project

Dear Planner Sucre,

As long-time residents of the Liberty Hill historic district, we oppose the development project at 1054 Valencia Street because - as it stands - this project is out of character for the neighborhood, and is not a fit for our community. We recognize the need for increased affordable housing in this district, and we support efforts by developers to provide such. However, projects should meet the most basic requirement of being a fit within a neighborhood. This project - and this developer - fails in this regard.

We, along with our neighbors, have repeatedly tried to get the developer to work with us to make this development a better fit for the neighborhood, and the developer has consistently refused to cooperate. The developer has made promises to do so, but has never fulfilled on those promises, and has indeed been belligerent towards us, and has flaunted city codes.

Unless or until the developer agrees to work with the neighbors in good faith, we cannot support this project. We respectfully ask that the commissioners not allow this project to proceed as is.

Sincerely,

Jake Barlow and Clarice Corell
873 Guerrero Street
San Francisco, CA 94110

Sucre, Richard

From: JJ Schultz <jj@jjschultz.com>
Sent: Tuesday, August 28, 2012 4:54 PM
To: Sucre, Richard
Cc: RisaTeitelbaum Teitelbaum
Subject: Re: Petitions Needed today
Attachments: liberty_hill_neighbors_signatures.csv; liberty_hill_neighbors_comments.csv;
liberty_hill_business_owners_comments.csv; liberty_hill_business_owners_signatures.csv

Hi Richard -
Here are the petitions and the related comments

JJ

On Aug 28, 2012, at 4:34 PM, RisaTeitelbaum <risat123@comcast.net> wrote:

JJ,

Can you forward the petitions to:

Richard Sucre at: richard.sucre@sfgov.org

Thanks,
Risa

Name	City	State	Zip Code	Country	Signed On
Jerod Schultz					7/28/2012
Peter Heinecke	San Francisco	California	94110	United States	7/30/2012
risa Teitelbaum	San Francisco	California	94110	United States	7/31/2012
Clarice Corell	San Francisco	California	94110	United States	8/2/2012
Audrey Bower	San Francisco	California	94110	United States	8/2/2012
David bower	San Francisco	California	94110	United States	8/3/2012
Mona Bourell	San Francisco	California	94110	United States	8/3/2012
Kristin Harrington	San Francisco	California	94110	United States	8/6/2012
JOHN levin	San Francisco	California	94110	United States	8/15/2012
Jennfier Kruch	Napa	California	94459	United States	8/21/2012
Kathryn Bowsher	San Francisco	California	94110	United States	8/23/2012
Barbara Russell	San Francisco	California	94110	United States	8/26/2012

Name	City	State	Zip	Country	SignedOn	Comment
Kathryn Bowsher	San Francisco	CA	94110	United States	8/23/2012	The proposed building is out of scale and character for the block which is mainly families in smaller buildings.
Barbara Russell	San Francisco	CA	94110	United States	8/26/2012	I have lived in this neighborhood for 50 years, This is a neighborhood of small businesses and 1-2 story Victorians. This is an Historic district where we have had to get permission from The Historic Preservation to change anything in front of homes due to preservation laws. I can not believe this structure would have a chance to even be presented to the board. There is no historic meaning in this building, This is a destination for all the World due to the beauty of the old preserved painted ladies, old Victorian buildings every where in this city. Don't let outside interest kill the ambiance of this Wonderful City.

Name	City	State	Zip Code	Country	Signed On
Laura James	San Francisco	California	94110	United States	7/31/2012
dema grim	san francisco	California	94110	United States	7/31/2012
Sean Quigley	San Francisco	California	94110	United States	8/1/2012
Leslie Nichols	San Francisco	California	94110	United States	8/1/2012
Steven LeMay	San Francisco	California	94110	United States	8/1/2012
Ty Mckenzie	San Francisco	California	94110	United States	8/2/2012
Mollie McLaughlin	San Francisco	California	94110	United States	8/2/2012
Melisa Moreno	san francisco	California	94110	United States	8/2/2012
Deena Davenport	San Francisco	California	94103	United States	8/6/2012
Isaac Brantner	West Hollywood	California	90069	United States	8/6/2012
Santiago Salsido	San Francisco	California	94110	United States	8/6/2012
Gena Figueroa	San Francisco	California	94118	United States	8/7/2012
jonathan fast	San Francisco	California	94114	United States	8/7/2012
jessica lanyadoo	san francisco	California	94110	United States	8/7/2012
Linda Post	San Francisco	California	94103	United States	8/7/2012
Daniel Boyle	Key West	Florida	33040	United States	8/7/2012
Robert Johnson	San Francisco	California	94110-1625	United States	8/7/2012
David Auerbach	San Francisco	California	94110	United States	8/7/2012
James Cottrill	San Francisco	California	94109	United States	8/7/2012
Marc Kate	San Francisco	California	94110-2932	United States	8/7/2012
Jennifer Morris	SAN FRANCISCO	California	94134-1420	United States	8/7/2012
BellJar Shop	San Francisco	California	94102	United States	8/7/2012
km lewis	sf	California	94114	United States	8/7/2012
Priscilla Thorner	San Francisco	California	94110	United States	8/7/2012
Alicia Gamez	San Francisco	California	94110	United States	8/7/2012
alasdair clements	san francisco	California	94110	United States	8/7/2012
John Lee	San Francisco	California	94110	United States	8/7/2012
David Becker	San Francisco	California	94110	United States	8/7/2012
Elizabeth Meier	San Francisco	California	94110	United States	8/7/2012
Kevin Odle	San Francisco	California	94112	United States	8/7/2012
Richards Tirtoprodjo	San Francisco	California	94110	United States	8/7/2012
Ryan Lamberg	San Francisco	California	94110-1602	United States	8/7/2012
Shelly Howard	San Francisco	California	94110	United States	8/7/2012
Lauren Machado	San Francisco	California	94110	United States	8/7/2012
Jennifer Hauth	San Francisco	California	94110	United States	8/8/2012
Jane Ponce	San Francisco	California	94110	United States	8/15/2012
martin Ringel	San Francisco	California	94110	United States	8/17/2012
Anna Mazzetti	San Francisco	California	94110	United States	8/20/2012
Tex Dworkin	San Francisco	California	94110	United States	8/21/2012
Doug Hilsinger	San Francisco	California	94110	United States	8/21/2012
Kat Clare	SAN FRANCISCO	California	94112	United States	8/21/2012
Skyler Rogers	San Francisco	California	94133	United States	8/23/2012
joe dorsey	San Francisco	California	94114	United States	8/23/2012

Name	City	State	Zip	Country	SignedOn	Comment
Sean Quigley	San Francisco	CA	94110	United States	8/1/2012	I am not opposed to development and, in fact welcome it, but think that this building is far too big and does not take the surrounding structures into account.
Steven LeMay	San Francisco	CA	94110	United States	8/1/2012	As a business owner on Valencia Street and an Architecture graduate, developers have a responsibility to listen to the neighborhood and be respectful of the environment, Neither of which, they are seeming to do. The problem with our country is people like this only care about their own agenda. Forcing them to re-design and re-think is a simple and easy step.
Deena Davenport	San Francisco	CA	94103-3505	United States	8/6/2012	It's an ill-fitting behemoth! We certainly have enough of those...
James Cottrill	San Francisco	CA	94109	United States	8/7/2012	As an architectural professional practicing in San Francisco, the lack of contextual respect that this project represents is fundamentally in conflict with a standard of care that design professionals should bring to any urban project. During the influx of the latest dot.com and the national economic downturn, SF developers have had a complete disregard for the existing context. We as citizens have the right to respectful design. Stopping this project at this juncture in the project is vital to protecting the human-scale and neighborhood-character of Valencia.
Jane Ponce	San Francisco	CA	94110	United States	8/15/2012	5 story building would be out of place on Valencia Street.

martin Ringel	San Francisco	CA	94110	United States	8/17/2012	adds more congestion to an already congested area by not providing parking.
Anna Mazzetti	San Francisco	CA	94110	United States	8/20/2012	I have lived on Hill Street for 33 years, we take pride in our homes and in keeping our quiet and tree-lined street as a unique piece of old San Francisco. This proposed design is not in keeping with our unique neighborhood. Please redesign!
Tex Dworkin	San Francisco	CA	94110	United States	8/21/2012	Talk about a sore thumb. This proposed building does not fit the neighborhood whatsoever. Please reject this plan. Thank you.
Eileen Hassi	San Francisco	CA	94110	United States	8/23/2012	If I could rescind my signature from this petition, I would. After last night's meeting, I can't associate myself or my business with the views of the LHNA. They created a hostile environment and made it nearly impossible for neighbors to get information about the project or share views that were different from those of the LHNA.
Eileen Hassi	San Francisco	CA	94110	United States	8/23/2012	I rescind my signature on this petition. Please allow this comment to stand.
joe dorsey	San Francisco	CA	94114	United States	8/23/2012	This neighborhood has a unique ambience that needs to to be preserved both for cultural and commercial reasons. This construction would destroy it -plain and simple.

Sucre, Richard

From: Joe Sciarrillo <jls6400@gmail.com>
Sent: Monday, August 27, 2012 10:57 PM
To: Sucre, Richard
Subject: Liberty Hill - Valencia St. Project

Dear Mr. Sucre,

As an employee at 938 Valencia St. and a Mission resident, I'm concerned about the plans for the Liberty Hill condos.

As detailed in the recent Mission Loc@l article, the developers have not been honest and forthcoming with the neighbors:

http://missionlocal.org/2012/08/residents-divided-on-valencia-st-condos/?utm_source=todaysmission&utm_medium=sidebar&utm_campaign=house_tmsidebar

I'm concerned that the development's design does not fit into the neighborhood's character. More so, the lack of BMRs or affordable units is a real detriment to the community's lack of affordability.

I hope that the Planning Commission will ask the developers to meet the neighbors concerns on these issues.

Sincerely,
Joe Sciarrillo

--

Joe Sciarrillo, paralegal.
African Advocacy Network
Member of SFILN - San Francisco Immigrant Legal and Education Network
415-503-1032
fax: 415-282-2826
938 Valencia St., San Francisco, CA 94110
<http://www.aansf.org/>
<http://www.sfimmigrantnetwork.org/>

The Marsh Petition Comments

Jake Barlow, San Francisco, CA, 94110, United States, 2012-08-15,

"I believe in sound, equitable and affordable housing, that is a fit for our neighborhood. This project is not that. The developer has refused to work with neighbors over the past five years, and has flouted established policy in the process. "

Elizabeth Zitrin, San Francisco, CA, 94110, United States, 2012-08-15,

"This developer of this property has refused to work in good faith with both the residential neighbors, the Liberty Hill Historic District and The Marsh, which has been an important cultural and educational space for over two decades. I believe in responsible development that is appropriate to its surroundings. The proposed project is not appropriate."

Marga Gomez, San Francisco, CA, 94146, United States, 2012-08-15,

"The Marsh has been a respectful part of the Valencia Street community for over 20 years in service to hundreds of performance artists of every race and age. I have had the honor of performing at the Marsh and can attest that the noise from the roof deck and these balconies of this proposed building in such close proximity will seriously interfere with performances and bring ruin to a theater that means so much to the Mission District and San Francisco."

Gayle Atwe;;, San Francisco, CA, 94114, United States, 2012-08-15,

I've been enjoying the Marsh for over 20 years. Pure joy.

Veronica Garcia, San Francisco, CA, 94123, United States, 2012-08-15,

Because our community needs theaters like The Marsh to maintain the arts alive in San Francisco

Morgan Jenness, New York, NY, 10001, United States, 2012-08-15,
This is a crucial thread in the rich fabric of the San Francisco performance scene and it can't be allowed to unravel...

Scott Baker, San Francisco, CA, 94131, United States, 2012-08-15,

"The Marsh is a city treasure and needs to be protected, nurtured and preserved. Theatre in San Francisco is already challenging enough to produce without the city allowing additional threats to the performing community."

Lynne Eggers, San Francisco, CA, 94110, United States, 2012-08-15,

"The developer needs to address negative impact on this environment."

Suzy Varadi, San Francisco, CA, 94110, United States, 2012-08-15,

We don't need additional ugly expensive housing

Clifford Gould, San Francisco, CA, 94123, United States, 2012-08-15,

Cultural gem & neighborhood integrity.

Sydney Clemens, San Francisco, CA, 94131, United States, 2012-08-15,

It would be criminal to in any way reduce the service that The Marsh has done for the people of the Mission. Please don't let any new building impinge on the community's artistic heart.

Illana Weisman, Walnut Creek, CA, 94596, United States, 2012-08-15,

"The Marsh is a cultural treasure, a gift to the whole Bay area. We have plenty of apartment buildings, but not so many affordable venues for the display and development of the amazing talent that surrounds us."

Stephen Most, Berkeley, CA, 94703, United States, 2012-08-15,

"The Marsh has been the artistic home for many Bay Area performers; it has given pleasure to many thousands of audience members for 22 years; and their visits to the Marsh have benefited the economy of the Mission. Whatever the virtues of this housing project, this is the wrong place for it."

Dark Room Theater Erin Ohanneson, San Francisco, CA, 94110, United States, 2012-08-15

"Respect art before commerce!(The poop-heads must be banished!)"

Brian Lohmann, North Hollywood, CA, 91601, United States, 2012-08-15,

The Marsh is a cultural institution worthy of landmark status. The solo performance movement was incubated here. Add to that the comments of other signers regarding the developers attitude towards neighbors and you have a deal that is good only for the developers.

Joseph C Ferguson, Menlo Park, CA, 94025, United States, 2012-08-16,

The Marsh on Valencia is a valuable and important cultural asset to me! Living on the Peninsula there are few such venues within a reasonable distance.

AJ Davenport, San Francisco, CA, 94117, United States, 2012-08-16,

"Art is an important part of SF's history and culture. Don't cut off a venue that has given voice to Marga Gomez, Charlie Varon, Brian Copland, Trevor Allen and other bay area artists! Theater is what makes SF and the Mission thrive, grow and continue to serve the people of San Francisco.

"

Diana Cheifetz, Murphys, CA, 95247, United States, 2012-08-16, "My husband and I have so enjoyed the quality performances at the Marsh. Even though we've moved, we still try to catch a show there - it's that good. The planned building sounds incompatible and a serious detriment to the work of this established and popular community theater. Please rescind the present proposal."

Eric Lowin, Pleasant Hill, CA, 94523, United States, 2012-08-16, The Marsh is and ought to be regarded as a national treasure. The idea that an adjacent construction could in any way injure the Marsh is an outrage.

Cheryl Haley, Belvedere, CA, 94920, United States, 2012-08-16, I love the Marsh and want to preserve its pristine opportunity for artistic freedom and expression. The best CA theater I have seen has been there. I hope the neighborhood agrees with you! Good luck!!

Duff Axsom, San Francisco, CA, 94110, United States, 2012-08-16, "We need a vibrant, mixed use neighborhood. The Valencia Corridor is one of the important venues for arts, dining and shopping in the Mission/Liberty Hill area. We need to have projects that are responsive to current uses, as well as looking to the future."

Iulia Hanczarek, Portland, OR, 97201, United States, 2012-08-16,

Art is important and should not be impeded in any way.

JEAN MAKANNA,SF,CA,94107,United States,2012-08-16,
Don't let the developer mow over the Marsh which has been
serving the community since 1990. Long live the Marsh and
the arts!

Rachel Steinhart,El Cerrito,CA,94530,United States,2012-08-
16,

"We have attended numerous affordable, enriching
performances at The Marsh that might not have ever seen the
light of day if it weren't for The Marsh. Please require
any developer to work with the theater to preserve these
important community service and artistic outlet."

Marley Amin,Sunnyvale,CA,94089,United States,2012-08-16,
The Marsh is one of the main things that brings me to San
Francisco and the Valencia/Mission area. We always eat
dinner when we come to see a show and sometimes stay for
the weekend around it. I've brought out-of-state guests to
shows to show them some of the best the city has to offer.
Anything that jeopardizes the Marsh would be a shame. .

J A Bickers,SF,CA,94107,United States,2012-08-16,
"The Marsh is an essential cultural component of San
Francisco, the Mission, and this block of Valencia Street
in particular; it needs to be able to breath, literally and
figuratively. The proposed development is too big and needs
to fit the scale of the neighborhood, specifically its next
door neighbor, The Marsh Theatre, which would be severely
impacted with the construction, size, and density of this
project. Ars longa, via brevis."

Eugenia Anderson,Los Altos,CA,94022,United States,2012-08-
16,

"I love going to the Marsh! The proposed building (and
construction thereof) will GREATLY, NEGATIVELY affect
rehearsals, audience, light, sound, ambiance, the area, the
neighbors, the whole works! We need LIVE Theater and
especially the Marsh, a wonderful community theater, in
this area. Please respect the wishes of those you will
hurt."

Megan Cohen,San Francisco,CA,94110,United States,2012-08-
16,

"Developers seeking Planning Commission approval need to
respect any endangered species that flourish in the habitat
where they hope to build; as a long-standing nonprofit

theater that gives voice to its community, The Marsh is indeed an endangered cultural animal. Don't force artistic expression out of its native breeding ground."

Kurt Bodden, San Francisco, , 94133, Canada, 2012-08-16,
The Marsh is part of what makes San Francisco San Francisco.

Carl Finamore, San Francisco, CA, 94124, United States, 2012-08-16,
"The Marsh is located in the heart of a very diverse San Francisco community which benefits greatly from the inexpensive, lively and creative performances."

Velina Brown, San Francisco, CA, 94117, United States, 2012-08-16,
"Developers should be required to make sure their project fits in with and serves the community they are attempting to enter. If the approach to "development" is disrespectful of the residents and business that are already major contributors to the community at large then the "development" is not an appropriate addition to the community. They should look elsewhere."

Thea Gold, Berkeley, CA, 94703, United States, 2012-08-16,
The Marsh is a San Francisco gem; the city cannot afford to lose this theatre.

Allison Dewald, San Francisco, CA, 94110, United States, 2012-08-17,
I live in this neighborhood and would prefer to not have a 5 story building on the corner. The plans need to be better to prevent sound leakage for the Marsh Theater to continue operating. Thank you.

Daniel Capo, DeLeon Springs, FL, 32724, United States, 2012-08-17,
The Marsh Theater is an extremely important part of the community that must not be harmed by outside influence. The performances and shows are priceless and are part of the cultural richness that makes the area what it is. There are enough apartments and shops in the world. Please support the arts by stopping this proposed development!

Vance Petrunoff, Sonoma, CA, 95476, United States, 2012-08-17,
"I've been going to the Marsh for over 20 years and consider any negative impact on The Marsh caused by the proposed project is a loss to our community. "

Amt Levine,Oakland,CA,94611,United States,2012-08-17,
Love the Marsh!

Michele Rowe,Alameda,CA,94501,United States,2012-08-17,
The Marsh is a performance institution that has given
artists and performers a home for 20 years. Find another
location to develop

Dorothy Adams,San Francisco,CA,94131,United States,2012-08-
17,

For years my Goddaughters have spent all their free time
performing at the Marsh.

Jean Spurr,San Francisco,CA,94112,United States,2012-08-17,
The Marsh is an important community theater and has
supported many artists over the years.

Garrett Clapp,Elsie,MI,48831,United States,2012-08-18,
"The Marsh saved me, gave me focus, gave me a goal and gave
me home. It is an artery in the pulse that IS San
Francisco."

karen ripley,el cerrito,CA,94530,United States,2012-08-18,
Don't kill local art!! Its hard enough to find places to
share our craft.

julie roberts,sf,CA,94110,United States,2012-08-19,
"The proposed building radically impacts the existing
features of Valencia /Hill St locale by creating
undesirable density : more people , more noise , more
traffic , less light and space. The proposed building will
close down the creative and vital energy that the Marsh
Theater has brought to us for 20+ years and contribute
nothing positive to our neighborhood. "

Leslie Saperstein,San Rafael,CA,94901,United States,2012-
08-19,

I love seeing live theater at the Marsh!

Joy Hahn,San Francisco,CA,94133,United States,2012-08-19,
"The Marsh is FANTASTIC! And not just for customers/the
audience, but for the artists that it provides performance
opportunities to. There needs to be more than just A.C.T.
and Berkeley Rep. :-)"

Charlie Anders,San Francisco,CA,94117,United States,2012-
08-20,

I can't count how many great performances I've seen at the Marsh over the years. We need to keep San Francisco open to great performance spaces.

Deirdre Kennedy, San Francisco, CA, 94123, United States, 2012-08-21,

"Because I want the Marsh to continue to have a home for theater arts and I don't want neighborhood development to limit the type of shows that might be performed at the Marsh. The Marsh is a San Francisco cultural gem and much as we need housing in the City, we also need to continue to provide a HOME for the Arts in the Mission. Please support the Marsh! Deirdre Kennedy, Reporter, Producer, Solo Performer"

Jenny Collins, Berkeley, CA, 94703, United States, 2012-08-21, I think The Marsh Theater is an important institution that would be harmed by this plan.

John Clerkin-Whitcomb, Richmond, CA, 94806, United States, 2012-08-22,

The Marsh's ability to continue contributing to the arts and arts education in the Bay Area is of vital importance.

Laura Hawkins, Sacramento, CA, 95841, United States, 2012-08-22, I vote to save the space that supports creative theater activities.

R Michael Olexo, San Francisco, CA, 94110, United States, 2012-08-22,

My first Architecture office was in their upstairs gym.

Emily Klion, San Francisco, CA, 94110, United States, 2012-08-22,

"As the director of The Marsh's youth arts education program, (Marsh Youth Theater-MYT), I am grateful to The Marsh for being essential community center for youth and their families of all income levels to learn about theater arts and ensemble performance. Many of the youth who come to our program could not otherwise participate in arts programs were it not for MYT's sliding scale tuition program.

This program is generously supported by San Francisco's Department of Children Youth and families (DCYF), the California Arts Council and the National Endowment for the Arts. San Francisco! Protect the youth programs you fund!"

Alice Kincade, San Francisco, CA, 94110, United States, 2012-08-22,
I love the marsh and its just not ok

Hailey Joy Scandrette, San Francisco, CA, 94110, United States, 2012-08-22,
"I have been an March Youth Theater student for 5 years, the impact the theater has on lives of kids and teens like me is worth preserving. "

Lisa Scandrette, San Francisco, CA, 94110, United States, 2012-08-22,
"My kids have been part of the Marsh Youth Theater. It has been a vital part of their arts experience. The Marsh serves this neighborhood--kids, youth, and adults."

Maggie McKaig, Nevada City, CA, 95959, United States, 2012-08-22,
"I worked with the Marsh Youth Theater in it's first few years, and personally experienced what a wonderful program that is for children. What takes place at the Marsh is vital for San Francisco and the local community. Please do not approve the development as planned."

Annemarie Donjacour, San Francisco, CA, 94112, United States, 2012-08-22,
"We spend quite a lot of time at the Marsh and on Valencia street in general. I believe that this development will adversely affect the Marsh, which provides fantastic theater opportunities for kids. It's also out of character with the rest of the neighborhood."

Homero Rosas, San Francisco, CA, 94112, United States, 2012-08-22,
The Marsh!!!!

Jesse Boss, San Francisco, CA, 94110, United States, 2012-08-22,
Because this is my theater and I love it.

Anais Azul Arias-Aragon, Oakland, CA, 94610-2011, United States, 2012-08-22,
I love the MARSH and it is a great place for young people to express themselves and perform! I was a performer on several occasions and it is a great opportunity that cannot be sacrificed for anything! Keep the Marsh at Peace!

Miles Ceralde, San Francisco, CA, 94116, United States, 2012-08-22,

The Marsh is a great piece of SF culture; there is no reason to place a behemoth new building next to it that might disrupt its performance as a community staple.

Harry Miller, Sebastopol, CA, 95472, United States, 2012-08-22,
the theatre is very important to my friends.

Cliff Mayotte, Oakland, CA, 94609, United States, 2012-08-22,
I work in the neighborhood and spend a lot of time on Valencia St. This development is definitely out of character for the neighborhood and will create an undue burden for the Marsh and other neighbors.

Wayman Irwin, San Francisco, CA, 94110, United States, 2012-08-22,
My parents used to write and direct plays for the Marsh in the 1980s before I was born. It is a part of my heritage.

Owen Niemann, San Francisco, CA, 94110, United States, 2012-08-22,
"The Marsh rules, and the last thing this city needs is more apartments for hipster yuppies"

IngerMarie Daves, San Francisco, CA, 94110, United States, 2012-08-22,
"Valencia Street is a magical, organic place and the WRONG place for a huge building."

Sharon Talbott, San Francisco, CA, 94110, United States, 2012-08-23,
"We've experienced a similar situation when City College did not properly assess their HVAC system for sound bleed. Because they did not work with the neighborhood in the design phase, it took 3 years of disruption to both classroom and neighborhood activities, significant re-investment in a better design, and many meetings with the College Board and engineers and city planners to fix the situation. The developer should really work together with the neighborhood now rather than later, especially when their project impacts such community fixtures as the Marsh or the Liberty Hill Historical group. "

Dee Stephenson, Fairfield, CA, 94533, United States, 2012-08-23,
I want to continue the enjoyment I have when coming to this venue.

Jan Herzog, Oakland, CA, 94610, United States, 2012-08-23,
I am a regular at the Marsh and if they were unable to

continue to produce shows in a very convenient location it would leave a big hole in the affordable theatre options in San Francisco

Thomas Walsh, San Francisco, CA, 94131-2548, United States, 2012-08-23,

"The Marsh is a one-of-a-kind venue for cutting edge performing art. As a performance space, it has special needs, which a bounds-busting building right next door would impede."

Pam Gill, San Francisco, CA, 94114, United States, 2012-08-23,
The Marsh is an irreplaceable institution which adds so much to the ambience of San Francisco that it should not be jerked around much less driven out of business.

Donald Stevens, San Francisco, CA, 94110, United States, 2012-08-23,

The Marsh shouldn't be next to a morass.

Jan Maisel, Tiburon, CA, 94920, United States, 2012-08-23,
The Marsh is a unique and wonderful theater venue; please don't put it's survival at risk!

Patricia Baldwin, San Francisco, CA, 94116, United States, 2012-08-23,

"The Marsh provides great shows, that we can afford even on our teachers' salaries."

Barbara Duhl, SAN FRANCISCO, CA, 941103013, United States, 2012-08-23,

"I live around the corner from the site and am very concerned about how this proposed building will effect light in my yard and apartment and congestion in an already congested neighborhood, in addition to the negative impact on The Marsh and other Valencia Street businesses."

James Quesada, San Francisco, CA, 94116, United States, 2012-08-23,

"As a native San Franciscan that brought my eldest son to his first home two blocks away from the Marsh when it was Bajones Jazz Club, and having seen the Mission be drastically changed--for the good and the bad---with the latter being the uncontrolled gentrification transforming the central allure of the area...its creativity...and now to allow a Social Art Institution as the Marsh to be placed under siege by an unsightly, intrusive, and crowded presence as the proposed project will be and do....and

having just returned from NYC---which I love---but commensurate with those neighborhood institutions and older housing there being shoved out of the way for more `modern' establishments....well, I hope we, as San Franciscans, have not become so jaded as to accept anything that appears more profitable and of questionable aesthetics....the Marsh is worthy of respect and safeguarding...please do the right thing and nix the proposed development or at least, modify it so it does not compromise the local theater scene the Marsh represents...there is more to life than profit in the city "

Mark Kenward, Oakland, CA, 94611, United States, 2012-08-23,
"I have performed and directed at The Marsh since 1995. This project will adversely affect our work. Thanks so much, Mark Kenward"

Judith Morrow, San Francisco, CA, 94104, United States, 2012-08-23,
"The Marsh is a special venue where all seating is created equal and the audience can get close to the performers. It is sharp, funny & moving and accessible to all. A behemoth building next store will irreparably damage the welcoming environment."

Sarah Liu, Berkeley, CA, 94708, United States, 2012-08-23,
"The Marsh gives me the chance to see affordable, ground breaking theater in a world class city."

Candace Roberts, San Francisco, CA, 94110, United States, 2012-08-23,
Because I perform at the Marsh Theater and I don't want there to be sound bleed issues. The Marsh is my life in terms of performing and I don't want this to be compromised.

lynn adler, Berkeley, CA, 94708, United States, 2012-08-23,
This is community theater at its best....I have had wonderful evenings at the Marsh and hope to continue..... the sound problems alone are enough to make huge impact!!

gae shulman, san francisco, CA, 94107, United States, 2012-08-23,
It is important to retain a neighborhood approach and erect buildings that fit in.

nancy grandfield, san carlos, CA, 94070, United States, 2012-08-23,

"The marsh is one of the few remaining pure, accessible and friendly places for theatre in the ay area. the proposed building doesn't fit the neighborhood."

Diana Ruiz,Elk Grove,CA,95757,United States,2012-08-23,
"I have been attending performances at The Marsh Theater for several years and would be very sad to see this theater close. I find it difficult to believe that the proposed development could not be designed in a responsible way, to avoid negative impact on its neighbors."

Jeffrey Demain,San Francisco,CA,94108,United States,2012-08-23,
Because The Marsh is a cultural treasure and a resource that benefits all of San Francisco.

mercedes weatherford,san francisco,CA,94110,United States,2012-08-23,
the building is not going to be affordable housing & it's ugly very ugly - they should build it in pacific heights for the 1%

Suzanne Cowan,San Francisco,CA,94117,United States,2012-08-23,
"In a neighborhood like San Francisco's Mission district, a mega-structure will destroy the delicate balance of small buildings and independent enterprises. The development would also negatively impact the Marsh Theater by interfering with the sound levels of its live performances. This project should not be allowed to go forward."

Jaine Gilbert,Berkeley,CA,94703,United States,2012-08-23,
I enjoy patronizing The Marsh and the entire neighborhood. the proposed development does not fit in with the character of the neighborhood.

judy ireland,San Francisco,CA,94172,United States,2012-08-23,
"The Marsh has been a thriving, exciting, community theater all these years. It would be a horrible loss if it has to close because of this project. Let's hope that it doesn't happen!!!"

Clarence Isaac,San Francisco,CA,94117,United States,2012-08-23,
I am a subscription member at The Marsh. It is my favorite theater in SF. I am opposed to anything that would adversely impact their ability to continue to present high

quality shows.

Laurie Coyle, San Francisco, CA, 94131, United States, 2012-08-23,

"One of the great strengths of the Valencia corridor is the blend of traditional buildings that have been renovated (or not) and house a vibrant mix of local businesses and arts. The proposed 1050 Valencia Street building will overshadow its surroundings--literally and figuratively. Please protect the delicate social and cultural "ecology" of the neighborhood--we are tired of gentrification at the expense of native San Franciscan families, businesses and artists!"

Terence Craig, San Francisco, CA, 94127-2412, United States, 2012-08-23,

I often attend performances at the Marsh and I see this venue as a really important theatre. I don't want to lose this local cultural resource or have its ability to present live theatre diminished.

Ellen Lichtig, Richmond, CA, 94805, United States, 2012-08-23,

"Love the Marsh. They do fabulous work and shouldn't have to forego their own mission as a result of ill-conceived neighborhood construction plans.

Natasha Curry, San Francisco, CA, 94110, United States, 2012-08-23,

The Marsh is an amazing Mission institution. I see every show here. Please don't ruin it for everyone.

Susan Petro, San Francisco, CA, 94104, United States, 2012-08-23,

Marsh is great for the community & has great art

Seana McGee, Sausalito, CA, 94965, United States, 2012-08-23,

The Marsh is a cultural gem. I trust them to properly represent the harmful impact of building design as currently proposed.

Jennie Gisslow, San Leandro, CA, 94577, United States, 2012-08-23,

"I love the Marsh Theater and don't want anything to prevent it's performers from continuing on with their shows."

Sue Hestor, San Francisco, CA, 94110, United States, 2012-08-23,
I go to the Marsh. Valencia is an important street to ALL OF US not just trendies who can afford the prices here

Sylvia Gartner,Palo Alto,CA,94303,United States,2012-08-23,
"I've been attending performances at The Marsh for more
than 20 years. The Marsh is a San Francisco treasure, and
the current plan for the development is inappropriate."

Sherri Cavans,san francisco,CA,94117,United States,2012-08-
24,
This theater is so important that anything that might
impact it negatively must be rejected.

Patrick Schmitz,San Francisco,CA,94110,United States,2012-
08-24,
The Marsh is one of the best things going in our part of
the city - please respect and protect it. We do not need
another hipster warren - the Valencia corridor is
gentrified enough already!

bob thawley,San Francisco,CA,94110,United States,2012-08-
24,
The Marsh is an essential component of Mission arts
culture. Please consider the community costs of this
inappropriate project in the heart of my neighborhood.

Esther Lerman,Berkeley,CA,94704,United States,2012-08-24,
I go often to the Marsh and I love it. It is a real
community theater and I don't want its viability
compromised.

Barbara barnes,San Francisco,CA,94110,United States,2012-
08-24,
I love the character of the neighborhood & the marsh is
integral to that character. i think the proposed
development would threaten all of it.

MARK ROSENHEIMER,SAN FRANCISCO,CA,94110,United States,2012-
08-24,
I live across the street. The building is out of scale for
our neighborhood.

Karen Ulring,San Francisco,CA,94117,United States,2012-08-
24,
"Such an ugly big box structure destroys the neighborhood;
it doesn't blend in at all, and threatens the very
existence of the Marsh theatre, a center of creativity and
a crucial center for the community."

JoAna Gray,San Francisco,CA,94117,United States,2012-08-24,

"The Marsh is a unique performance venue and this development will negatively impact it. It is also out of scale with the rest of the buildings in the block."

Jane Courant, Oakland, CA, 94618, United States, 2012-08-24,
I love the Marsh and don't want the heater to suffer in any way.

Maeve Metzger, Sausalito, CA, 94965, United States, 2012-08-24,
"I am a regular at the Marsh and want to protect the staff from an unhealthy environment."

Barbara Gersh, San Francisco, CA, 94134, United States, 2012-08-24,
"I've been living in SF for over 40 years, and am a steady patron of performances at The Marsh. I am also alarmed at the rapid gentrification of the Mission, and the displacement of working class families who have lived there for several generations. Most of the young, and many of the interesting artists have been forced to leave the city. The Marsh is a unique gem. An ugly loft-style building for tech-yuppies is not."

Sandy Thacker, Oakland, CA, 94602, United States, 2012-08-24,
A six-story building in this area of the city is completely out of scale with the neighborhood.

Dorothy McQuown, Mill Valley, CA, 94941, United States, 2012-08-24,
The Marsh is one of a kind and should not be interfered with in any way.

susannah mason, San Francisco, CA, 94103, United States, 2012-08-24,
"The mission is getting too built up; I don't like it"

Verna Winters, Berkeley, CA, 94709, United States, 2012-08-24,
"I am a theatre professional who regularly attends performances at the Marsh. I bring guests. We support the local restaurants and stores when we attend the Marsh. Please do not ruin this experience for us all. You will lose the multiple values of a major arts institution and their patrons, by disrespecting their long-standing value to the community, and you will be making a big mistake."

Laurie Anderson, Winter Haven, FL, 33823, United States, 2012-08-24,
Leave things the way they are

Ellen Harris, San Francisco, CA, 94114, United States, 2012-08-24,

This building will negatively impact an importance theatre space in SF + this building is totally out of place.

Nancy Evans, San Francisco, CA, 94131, United States, 2012-08-24,

Live theater performances that are affordable are essential to the cultural life of SF. Please opposed this development as currently planned

Professor Alejandro Murguia, SF, CA, 94132, United States, 2012-08-24,

There's enough gentrification of La Mission already!!

Isabel Stephenson, San Francisco, CA, 94109, United States, 2012-08-24,

I attend the Marsh almost monthly and the amount of noise that will bleed into the small theaters will make live performances less pleasant. The Marsh is a community treasure and another hi priced high rise is hardly an asset to the neighborhood.

Katherine Myskowski, Martinez, CA, 94553, United States, 2012-08-24,

Art is more important than commerce. I am sick of unrestrained development! There are plenty of empty buildings to fill.

Anne-Marie Ross, Oakland, CA, 94611, United States, 2012-08-24,
The Marsh has helped me grow as a person and as a writer. Destroying it would significantly impact the quality of life for many in the area.

Jane Goldsmith, San Francisco, CA, 94114, United States, 2012-08-24,

"The Marsh is a unique San Francisco treasure, and this project will hurt it."

eugene moffett, chico, CA, 95973, United States, 2012-08-25,

"live part time in sf, enjoy the marsh theatre and valencia street ambience"

Daniel Dechi, San Francisco, CA, 94121, United States, 2012-08-26,

A great stage to perform. Giving many a place to perform where it would be difficult in other venues.

Jerome Geffner,Oakland,CA,94611,United States,2012-08-26,
"The Marsh is one of the main reasons I come to San
Francisco. The Marsh is a unique, rare and valuable
performance and art space. Preserving its integrity and
viability is essential."

Patricia Knight,San Francisco,CA,94123,United States,2012-
08-27,
The building is not consistent with the street and harms
existing neighbor.

Ann Smith,Pleasant Hill,CA,94523,United States,2012-08-27,
I love The Marsh and want it to continue.

Mary Scott,San Francisco,CA,94132,United States,2012-08-27,
I love the Marsh as it is.

The Marsh Petition Signatures

The Marsh Theater a breeding ground for new performance,2012-08-15
Patti Meyer,San Francisco,California,94110,United States,2012-08-15
Clarice Corell,San Francisco,California,94110,United States,2012-08-15
Gladys Soto,San Francisco,California,94112,United States,2012-08-15
Karo Lucero ,San Francisco,California,94110,United States,2012-08-15
Jake Barlow,San Francisco,California,94110,United States,2012-08-15
Susan Sueiro,San francisco,California,94109,United States,2012-08-15
Jason Kantrowitz,Fremont,California,94538,United States,2012-08-15
Elizabeth Zitrin,San Francisco,California,94110,United States,2012-08-15
Veronica Gaynor,San Francisco,California,94110,United States,2012-08-15
Marga Gomez,San Francisco,California,94146,United States,2012-08-15
Todd LeJeune,Santa Cruz,California,95060,United States,2012-08-15
Beth McLaughlin,San Francisco,California,94121,United States,2012-08-15
Bruce Pachtman,San Francisco,California,94110,United States,2012-08-15
shedy berrios,jacksonville nc,North Carolina,28540,United States,2012-08-15
Maiko Tsunemine,San Francisco,California,94114,United States,2012-08-15
Howard Petrick,San Francisco,California,94110,United States,2012-08-15
Thao P. Nguyen,San Francisco,California,94131,United States,2012-08-15
Gina C,San Francisco,California,94132,United States,2012-08-15
Daniel Brown,San Francisco,California,94121,United States,2012-08-15
Gayle Atwe;;,San Francisco,California,94114,United States,2012-08-15
Allison Landa,Berkeley,California,94703-1714,United States,2012-08-15
Randee Meyer,Frisco,Texas,75035,United States,2012-08-15
Jo Nemoyten,San Francisco,California,94112,United States,2012-08-15
Baruch Porras,San Francisco,California,94123,United States,2012-08-15

Veronica Garcia, San Francisco, California, 94123, United States, 2012-08-15
F. Allen Sawyer, San Francisco, California, 94109, United States, 2012-08-15
Morgan Jenness, New York, New York, 10001, United States, 2012-08-15
Carrie Avritt, San Francisco, California, 94122, United States, 2012-08-15
Richard James, Berkeley, California, 94705, United States, 2012-08-15
Mary Alice Fry, Oakland, California, 94608, United States, 2012-08-15
Mary Alice McNab, San Francisco, California, 94117, United States, 2012-08-15
Blythe Baldwin, San Francisco, California, 94110, United States, 2012-08-15
Tiki Houseman, San Francisco, California, 94109, United States, 2012-08-15
Scott Baker, San Francisco, California, 94131, United States, 2012-08-15
Donna Sachet, San Francisco, California, 94114, United States, 2012-08-15
Chemda Khalili, Astoria, New York, 11105, United States, 2012-08-15
Alison Whittaker, San Rafael, California, 94901, United States, 2012-08-15
Amy Mueller, "Oakland, CA - OAK", California, 94610, United States, 2012-08-15
Maria Breaux, San Francisco, California, 94110, United States, 2012-08-15
John Baumann, San Francisco, California, 94118, United States, 2012-08-15
Christina D'Elia, San Francisco, California, 94109, United States, 2012-08-15
Kevin Seaman, San Francisco, California, 94110, United States, 2012-08-15
Joya Cory, San Francisco, California, 94122, United States, 2012-08-15
Marella Martin, Newbury Park, California, 91320, United States, 2012-08-15
Kevin Scofield, Daly City, California, 94015, United States, 2012-08-15
jill weiss, San Francisco, California, 94110, United States, 2012-08-15
Linda Lucero, San Francisco, California, 94110, United States, 2012-08-15
evan emerson, San Francisco, California, 94131, United States, 2012-08-15
Ronald Gorman, San Francisco, California, 94131, United States, 2012-08-15
Corinne Sue Wick, San Francisco, California, 94114, United States, 2012-08-15

States,2012-08-15
Kathryn Greene,San Francisco,California,94127,United States,2012-08-15
Lynne Eggers,San Francisco,California,94110,United States,2012-08-15
Jean Schiffman,San Francisco,California,94116,United States,2012-08-15
Ryan Crowder,San Francisco,California,94110,United States,2012-08-15
Suzy Varadi,San Francisco,California,94110,United States,2012-08-15
Lynn Blake,Vallejo,California,94592,United States,2012-08-15
Clifford Gould,San Francisco,California,94123,United States,2012-08-15
Sydney Clemens,San Francisco,California,94131,United States,2012-08-15
Erin Bregman,San Francisco,California,94110,United States,2012-08-15
Tracy Meyer,Frisco,Texas,75035,United States,2012-08-15
Illana Weisman,Walnut Creek,California,94596,United States,2012-08-15
Nancy Petranto,Novato,California,94949,United States,2012-08-15
Dewey Bunger,Oakland,California,94602,United States,2012-08-15
Stephen Most,Berkeley,California,94703,United States,2012-08-15
Dark Room Theater Erin Ohanneson,San Francisco,California,94110,United States,2012-08-15
carol brennan,san francisco,California,94110,United States,2012-08-15
Maryclare McCauley,Berkeley,California,94704,United States,2012-08-15
rose mary mitchell,san francisco,California,94131,United States,2012-08-15
Brian Lohmann,North Hollywood,California,91601,United States,2012-08-15
Debbie Ruben,San Francisco ,California,94110,United States,2012-08-15
Ken Odom,San Jose,California,95136,United States,2012-08-15
Robin Seeley,Alameda,California,94501,United States,2012-08-15
Rebecca Maloney,Woodacre,California,94973,United States,2012-08-15
Diane Elliot,Richmond,California,94805,United States,2012-08-15
Susan Detwiler,San Francisco,California,94114,United States,2012-08-15
Ella Francis,SF,California,94122,United States,2012-08-16
Dan Underhill,Pacifica Ca,Alabama,94044,United States,2012-

08-16

David Crady, San Francisco , California, 94110, United States, 2012-08-16

Jane Goldman, Half Moon Bay, California, 94019, United States, 2012-08-16

Pam Ross, Oakland, California, 94611, United States, 2012-08-16

zoe sameth, Berkeley, California, 94710, United States, 2012-08-16

Joseph Ferguson, Menlo Park, California, 94025, United States, 2012-08-16

Xiao Juan Shu, San Anselmo, California, 94960, United States, 2012-08-16

Joshua Campbell, Oakland, California, 94619, United States, 2012-08-16

AJ Davenport, San Francisco, California, 94117, United States, 2012-08-16

James Rouse, San Francisco, California, 94122, United States, 2012-08-16

Susan Hebert, SAN FRANCISCO, California, 94115-0098, United States, 2012-08-16

Lawrence Helman, San Francisco, California, 94122, United States, 2012-08-16

Samuel Krantz, Castro Valley, California, 94546, United States, 2012-08-16

Ann Carr, San Francisco, California, 94131, United States, 2012-08-16

steven mcglocklin, san francisco, California, 94111, United States, 2012-08-16

Michael Grunwald, Berkeley, California, 94708, United States, 2012-08-16

Diana Cheifetz, Murphys, California, 95247, United States, 2012-08-16

Brian Trybom, San Francisco, California, 94114, United States, 2012-08-16

Jacqueline Fredericks, San Pablo, California, 94806, United States, 2012-08-16

Simon Vance, Concord, California, 94518, United States, 2012-08-16

Gabrielle Motarjemi, San Francisco, California, 94121, United States, 2012-08-16

luna maia, Oakland, California, 94612, United States, 2012-08-16

Eric Lowin, Pleasant Hill, California, 94523, United States, 2012-08-16

Josh Healey, Oakland, California, 94606, United States, 2012-08-16

Josh Kornbluth, Berkeley, California, 94703, United States, 2012-08-16

Cheryl Haley, Belvedere, California, 94920, United States, 2012-08-16

helen shumaker, San Francisco, California, 94133, United States, 2012-08-16

Joe Luttrell, San Francisco, California, 94133, United States, 2012-08-16
betty rappaport, San Rafael, California, 94903, United States, 2012-08-16
Dorothy Janson, San Francisco, California, 94118, United States, 2012-08-16
Nikki Tureen, San Rafael, California, 94912, United States, 2012-08-16
Paoli Lacy, San Francisco, California, 94134, United States, 2012-08-16
Trudy Denney, San Francisco, California, 94112, United States, 2012-08-16
Lisa Pearson, San Francisco, California, 94121, United States, 2012-08-16
Ricardo Hofer, Oakland, California, 94618, United States, 2012-08-16
Mary Prophet, Berkeley, California, 94702, United States, 2012-08-16
Duff Axsom, San Francisco, California, 94110, United States, 2012-08-16
Pamela Rosin, San Francisco, California, 94114, United States, 2012-08-16
Iulia Hanczarek, Portland, Oregon, 97201, United States, 2012-08-16
Christopher Mika, San Francisco, California, 94110, United States, 2012-08-16
John de Forest, San Francisco, California, 94121, United States, 2012-08-16
Lauren Brener, San Francisco, California, 94114, United States, 2012-08-16
renee swindle, Oakland, California, 94608, United States, 2012-08-16
Lisa Brinker, San Francisco, California, 94114, United States, 2012-08-16
Jean Makanna, San Francisco, California, 94107, United States, 2012-08-16
Judith Rubin, San Francisco, California, 94110, United States, 2012-08-16
Julia Heitner, Oakland, California, 94618, United States, 2012-08-16
Rachel Steinhart, El Cerrito, California, 94530, United States, 2012-08-16
Luanne Schulte, San Francisco, California, 94110, United States, 2012-08-16
Barbara Fisher, Berkeley, California, 94702, United States, 2012-08-16
Marley Amin, Sunnyvale, California, 94089, United States, 2012-08-16
Jan Marks, San Francisco, California, 94131, United States, 2012-08-16
J Bickers, San Francisco, California, 94107, United States, 2012-08-16

States,2012-08-16
George Epsilanty,San Francisco,California,94107,United States,2012-08-16
Veronica Porrás,San Francisco,California,94102,United States,2012-08-16
Genie Anderson,Los Altos,California,94022,United States,2012-08-16
Elizabeth Du Val,Berkeley,California,94712,United States,2012-08-16
Marisela Orta,San Francisco,California,94118,United States,2012-08-16
Megan Moran,San Francisco,California,94131,United States,2012-08-16
Michael Shipley,San Francisco,California,94114,United States,2012-08-16
Jan Passion,Pleasant Hill,California,94523,United States,2012-08-16
Megan Cohen,San Francisco,California,94110,United States,2012-08-16
Kurt Bodden,San Francisco,California,94133,United States,2012-08-16
Laine ropke,Spring ,Texas,78070,United States,2012-08-16
Linda Harrou,Oakland,California,94605,United States,2012-08-16
Joan Sullivan,Berkeley,California,94704,United States,2012-08-16
Sara Moore,San Francisco,California,94109,United States,2012-08-16
Ameen Belbahri,San Francisco,California,94117,United States,2012-08-16
Loretta Gies,San Francisco,California,94134,United States,2012-08-16
Misha Antonich,San Francisco,California,94118-3813,United States,2012-08-16
Carolín Rechberg,San Francisco,California,94110,United States,2012-08-16
William Razo,San Francisco,California,94134,United States,2012-08-16
Nor Goldblatt,Mountain View,California,94043,United States,2012-08-16
susan miller,San Francisco,California,941117,United States,2012-08-16
Carl Finamore,San Francisco,California,94124,United States,2012-08-16
rob epstein,san francisco,California,94107,United States,2012-08-16
Tara O'Brien,New York,New York,10035,United States,2012-08-16
jim rauh,santa clara,California,95051,United States,2012-08-16
Mimi Kochuba,SF,California,94121,United States,2012-08-16

margery Fairchild,san francisco,California,94102,United States,2012-08-16
Ellie Young,El cerrito,California,94530,United States,2012-08-16
Dean Mermell,San Francisco,California,94110,United States,2012-08-16
Nathan Tucker,San Francisco,California,94114,United States,2012-08-16
Bonnie Weinstein,San Francisco,California,94110,United States,2012-08-16
Meg Hurtado,San Francisco,California,94109,United States,2012-08-16
Daniel Hoyle,San Francisco,California,94131,United States,2012-08-16
Peter McKenna,Sausalito,California,94965,United States,2012-08-16
r viz,sf,California,94114,United States,2012-08-16
Nicole Henderson,San Francisco,California,94110,United States,2012-08-16
William Doherty,San Francisco,California,94110,United States,2012-08-16
Jason Pienkowski,San Francisco,California,94110,United States,2012-08-16
K Pfeifer,San Francisco,California,94110,United States,2012-08-16
Kate Humphrey,San Francisco,California,94110,United States,2012-08-16
Katie Harrell,Oakland,California,94611,United States,2012-08-16
Teresa Monaco,La Mesa,California,91941,United States,2012-08-16
giselle ordaz,carlsbad ,California,92009,United States,2012-08-16
Jim Kelly,San Francisco,California,94110,United States,2012-08-16
Lauren Spencer,San Francisco,California,94110,United States,2012-08-16
Giovanna Soto,San Francisco,California,94112,United States,2012-08-16
Pamela Day,San Francisco,California,94107,United States,2012-08-16
Tony Cirimele,San Francisco,California,94112,United States,2012-08-16
diane ross,san francisco,California,94110,United States,2012-08-16
Robert Reising,San Francisco,California,94110,United States,2012-08-16
Loren Kraut,San Francisco,California,94108,United States,2012-08-16
Susan Bernstein,Oakland,California,94611,United States,2012-08-16

Deborah Doyle, San Francisco, California, 94112, United States, 2012-08-16
Steven Fishell, San Francisco, California, 94110, United States, 2012-08-16
Velina Brown, San Francisco, California, 94117, United States, 2012-08-16
Charles Billiter, Pine Bluff, Arkansas, 71603, United States, 2012-08-16
Arnie Warshaw, San Francisco, California, 94110, United States, 2012-08-16
rebecca longworth, san francisco, California, 94110, United States, 2012-08-16
Derek Phillips, San Francisco, California, 94110, United States, 2012-08-16
Justin Willow, San Francisco, California, 94110, United States, 2012-08-16
Lee Hepner, San Francisco, California, 94110, United States, 2012-08-16
Marlene Sinicki, San Francisco, California, 94121, United States, 2012-08-16
D. Robert Foster, San Francisco, California, 94102, United States, 2012-08-16
Danielle Fellguth, San Bruno, California, 94066, United States, 2012-08-16
Thea Gold, Berkeley, California, 94703, United States, 2012-08-16
Thomas Dickie, Sonoma, California, 95476, United States, 2012-08-16
jeanne Crawford, San Francisco, California, 94134, United States, 2012-08-16
Valerie Fortin, san francisco, California, 94103, United States, 2012-08-17
Allison Dewald, San Francisco, California, 94110, United States, 2012-08-17
Paul Costuros, San Francisco, California, 94110, United States, 2012-08-17
Karen Busey, Madeira Beach, Florida, 33708, United States, 2012-08-17
Justin Blake, San Francisco, California, 94110, United States, 2012-08-17
Jennifer Morris, SAN FRANCISCO, California, 94134-1420, United States, 2012-08-17
Hana Metzger, San Francisco, California, 94110, United States, 2012-08-17
Dorothea Rastegar, Richmond, California, 94803, United States, 2012-08-17
Nick Petrick, San Francisco, California, 94110, United States, 2012-08-17
Daniel Capo, Oakland, California, 94611, United States, 2012-08-17
R. Fox, "Albany, Ca. 94706", California, 94706, United States, 2012-08-17

States,2012-08-17
Jordan Roth,San Francisco,California,94117,United
States,2012-08-17
Kimberly Parillo,Ellicott City,Maryland,21043,United
States,2012-08-17
Vance Petrunoff,Sonoma,California,95476,United States,2012-
08-17
Rebecca Poretsky,San Francisco,California,94114,United
States,2012-08-17
David Moschler,Berkeley,California,94705,United
States,2012-08-17
Amy Levine,Oakland,California,94611,United States,2012-08-
17
Michele Rowe,Alameda,California,94501,United States,2012-
08-17
Helene Papaloukas,San Francisco,California,94121,United
States,2012-08-17
Dorothy Adams,San Francisco,California,94131,United
States,2012-08-17
Jean Spurr,San Francisco,California,94112,United
States,2012-08-17
Marla Marcianelli,San Francisco,California,94114,United
States,2012-08-17
Elissa Stebbins,San Francisco,California,94117-2205,United
States,2012-08-17
Michelle Jasso,San Francisco,California,94117,United
States,2012-08-17
dorit grunberger,san francisco,California,94112,United
States,2012-08-17
Garrett Clapp,Elsie,Michigan,48831,United States,2012-08-18
Valerie Weak,San Francisco,California,94110,United
States,2012-08-18
karen ripley,el cerrito,California,94530,United
States,2012-08-18
VICKI ADAMS,SAN ANTONIO,Texas,78253,United States,2012-08-
18
Marjory Panetti,San Francisco,California,94110,United
States,2012-08-18
Shanna Sordahl,Oakland,California,94609,United States,2012-
08-18
katherine looper,san francisco,California,94124,United
States,2012-08-19
julie roberts,sf,California,94110,United States,2012-08-19
Leslie Saperstein,San Rafael,California,94901,United
States,2012-08-19
Tania J.,Alameda,California,94501,United States,2012-08-19
Joy Hahn,San Francisco,California,94133,United States,2012-
08-19
Robyn Miles,San Francisco,New York,94115,United
States,2012-08-19
Paul Cello,San Francisco,California,94110,United

States,2012-08-20
Charlie Anders,San Francisco,California,94117,United
States,2012-08-20
Gail McColom,San Francisco,California,94131-2323,United
States,2012-08-20
Deirdre Kennedy,San Francisco ,California,94123,United
States,2012-08-21
christina gates,San Francisco,California,94112,United
States,2012-08-21
Jenny Collins,Berkeley,California,94703,United States,2012-
08-21
Dolores Bravos,San Bruno,California,94066-2811,United
States,2012-08-21
Tena Moore,San Francisco ,California,94115,United
States,2012-08-22
Patricia Meade,Pacifica,California,94044,United
States,2012-08-22
John Clerkin,Richmond,California,94806,United States,2012-
08-22
Laura Hawkins,Sacramento,California,95841,United
States,2012-08-22
R Michael Olexo,SF,California,94110,United States,2012-08-
22
Emily Klion,San Francisco,California,94110,United
States,2012-08-22
Alice Kincade,San Francisco,California,94110,United
States,2012-08-22
natalia howard,san francsico,California,94116,United
States,2012-08-22
Isa Canlas,San Francisco,California,94127,United
States,2012-08-22
Hailey Joy Scandrette,San Francisco,California,94110,United
States,2012-08-22
Emma Roberts,San Francisco,California,94122,United
States,2012-08-22
Victoria Casciato,San Francisco,California,94121,United
States,2012-08-22
Zoe Kamil,San Francisco,California,94116,United
States,2012-08-22
Lisa Scandrette,San Francisco,California,94110,United
States,2012-08-22
Maggie McKaig,Nevada City,California,95959,United
States,2012-08-22
Robyn Talman,San Francisco,California,94110,United
States,2012-08-22
justin Wallis,Colma,California,94015,United States,2012-08-
22
Claire Talbott,San Francisco,California,94110,United
States,2012-08-22
Annemarie Donjacour,San Francisco,California,94112,United
States,2012-08-22

Andrea Juarez, San Francisco, California, 94112, United States, 2012-08-22
Tcarla Horn, San Francisco, California, 94132, United States, 2012-08-22
Homero Rosas, San Francisco, California, 94112, United States, 2012-08-22
Audrey Shawley, San Francisco, California, 94107, United States, 2012-08-22
Michael Glenn, Santa Rosa, California, 95403, United States, 2012-08-22
Mattea Jones, Santa Cruz, California, 95060, United States, 2012-08-22
Ashlyn Hurley, San Francisco, California, 94116, United States, 2012-08-22
Tomoko Nakazato, San Francisco, California, 94121, United States, 2012-08-22
Laura Kirk, San Francisco, California, 94122, United States, 2012-08-22
bianca woodard, san francisco, California, 94110, United States, 2012-08-22
Asa Maguire, San Francisco, California, 94121, United States, 2012-08-22
Jesse Boss, San Francisco , California, 94110, United States, 2012-08-22
Anais Azul Arias-Aragon, Oakland, California, 94610-2011, United States, 2012-08-22
Ada Jones, Santa Cruz, California, 95060, United States, 2012-08-22
Ellie Astle, Cupertino, California, 95014, United States, 2012-08-22
Isabella Wen, Burlingame, California, 94010, United States, 2012-08-22
Kijika Kendall, San Leandro, California, 94577, United States, 2012-08-22
Maria Donjacour, San Francisco, California, 94112, United States, 2012-08-22
Lillyth Keogh, San Francisco, California, 94133, United States, 2012-08-22
Zoe Byl, San Francisco, California, 94123, United States, 2012-08-22
Roseann Minafo, San Francisco, California, 94110, United States, 2012-08-22
Lisa Mandelstein, San Francisco, California, 94118, United States, 2012-08-22
Miles Ceralde, San Francisco, California, 94114, United States, 2012-08-22
Harry Miller, sebastopol, California, 95472, United States, 2012-08-22
Cliff Mayotte, Oakland, California, 94609, United States, 2012-08-22
John-Carlos Perea, San Francisco, California, 94114, United States, 2012-08-22

States,2012-08-22
Rebecca Cole,San Francisco,California,94127,United States,2012-08-22
Wayman Irwin,Portland,Oregon,97213,United States,2012-08-22
Rheanna LaRoche,San Francisco,California,94117,United States,2012-08-22
Owen Niemann,San Francisco,California,94110,United States,2012-08-22
IngerMarie Davs,San Francisco,California,94110,United States,2012-08-22
Eva Cisneros,San Francisco,California,94112,United States,2012-08-22
Abraham Davis,San Francisco,California,94110-5178,United States,2012-08-23
Sharon Talbott,San Francisco,California,94110,United States,2012-08-23
MELANIE BERZON,OAKLAND,California,94610,United States,2012-08-23
Dee Stephenson,Fairfield,California,94533,United States,2012-08-23
Jan Herzog,Oakland,California,94602,United States,2012-08-23
Donna Goodman,San Francisco,California,94127,United States,2012-08-23
carole kowalski,Los Altos Hills,California,94022,United States,2012-08-23
Thomas Walsh,San Francisco,California,94131,United States,2012-08-23
Pam Gill,San Francisco,California,94114,United States,2012-08-23
Donald Stevens,San Francisco,California,94110,United States,2012-08-23
Jan Maisel,Tiburon,California,94920,United States,2012-08-23
David Harper,San Francisco,California,94104,United States,2012-08-23
Patricia Baldwin,San Francisco,California,94116,United States,2012-08-23
Rachel Schochet,San Francisco,California,94114,United States,2012-08-23
Barbara Duhl,SAN FRANCISCO,California,941103013,United States,2012-08-23
James Quesada,San Francisco,California,94116,United States,2012-08-23
Mark Kenward,Oakland,California,94611,United States,2012-08-23
David Rosen,San Francisco,California,94131,United States,2012-08-23
Judith Morrow,San Francisco,California,94104,United States,2012-08-23
Sarah Liu,Berkeley,California,94708,United States,2012-08-

23

Candace Roberts, San Francisco, California, 94110, United States, 2012-08-23

lynn adler, Berkeley, California, 94708, United States, 2012-08-23

gae shulman, san francisco, California, 94107, United States, 2012-08-23

Maiyah Hirano, San Francisco, California, 94110, United States, 2012-08-23

nancy grandfield, san carlos, California, 94070, United States, 2012-08-23

Debi Ham, San Francisco, California, 94121, United States, 2012-08-23

Donna Mehrten, Albany, California, 94706, United States, 2012-08-23

Diana Ruiz, Elk Grove, California, 95757, United States, 2012-08-23

Jeffrey Demain, San Francisco, California, 94108, United States, 2012-08-23

mercedes weatherford, san francisco, California, 94110, United States, 2012-08-23

patricia Silver, Berkeley, California, 94707, United States, 2012-08-23

Suzanne Cowan, San Francisco, California, 94117-1323, United States, 2012-08-23

Jaine Gilbert, Berkeley, California, 94703, United States, 2012-08-23

Jeffrey Grinnell, Emerald hills, California, 94062, United States, 2012-08-23

Jonica Brooks, San Francisco, California, 94114, United States, 2012-08-23

Stephanie Shattuck, San Francisco, California, 94109, United States, 2012-08-23

Craig Wiesner, Daly City, California, 94014, United States, 2012-08-23

Jon Blazeski, San Francisco, California, 94114, United States, 2012-08-23

Steve Leonoudakis, San Francisco, California, 94117, United States, 2012-08-23

barbara slotnik, san francisco, California, 94114, United States, 2012-08-23

fay bomberg, berkeley, California, 94707, United States, 2012-08-23

Judy Ireland, San Rafael, California, 94903, United States, 2012-08-23

Clarence Isaac, San Francisco, California, 94117, United States, 2012-08-23

Candy Madrigal, Daly City, California, 94015, United States, 2012-08-23

Steve Kerns, San Francisco, California, 94114, United States, 2012-08-23

Joe Mazzetti, San Francisco, California, 94110, United States, 2012-08-23
Laurie Coyle, San Francisco, California, 94131, United States, 2012-08-23
jan & dennis ruby, woodside, California, 94062, United States, 2012-08-23
Terence Craig, San Francisco, California, 94127-2412, United States, 2012-08-23
Ellen Lichtig, Richmond, California, 94805, United States, 2012-08-23
rosalie lamb, Oakland, California, 94609, United States, 2012-08-23
Beryl Landau, San Francisco, California, 94110, United States, 2012-08-23
Natasha Curry, San Francisco, California, 94110, United States, 2012-08-23
Kenny Yun, San Francisco, California, 94117, United States, 2012-08-23
Susan Petro, san francisco, California, 94104, United States, 2012-08-23
Seana McGee, Sausalito, California, 94965, United States, 2012-08-23
judi lewis, Oakland, California, 94602, United States, 2012-08-23
Jennie Gisslow, San Leandro, California, 94577, United States, 2012-08-23
Katherine Scholz, San Francisco, California, 94110, United States, 2012-08-23
Richard Whittaker, San Rafael, California, 94901, United States, 2012-08-23
Frances Sindicich, Healdsburg, California, 95448, United States, 2012-08-23
sue hestor, San Francisco, California, 94110, United States, 2012-08-23
Daniel Kallok, San Francisco, California, 94103, United States, 2012-08-23
Sylvia Gartner, Palo Alto, California, 94303, United States, 2012-08-23
Poh Teng, Pinole, California, 94564, United States, 2012-08-23
sherri Cavan, san francisco, California, 94117, United States, 2012-08-24
Brigitte Davila, San Francisco, California, 94112, United States, 2012-08-24
David Pangaro, Sausalito, California, 94965, United States, 2012-08-24
Anne Dybwad, Berkeley, California, 94705, United States, 2012-08-24
David Simmons, Oakland, California, 94618, United States, 2012-08-24
Allie Light, San Francisco, California, 94131, United States, 2012-08-24

Patrick Schmitz, San Francisco, California, 94110, United States, 2012-08-24
bonnie Ellen, el Cerrito, California, 94530, United States, 2012-08-24
Bob Thawley, San Francisco, California, 94110, United States, 2012-08-24
Barbara Stuart, San Francisco, California, 94123, United States, 2012-08-24
deanna anderson, La Honda, California, 94020, United States, 2012-08-24
Louise Weiler, Berkeley, California, 94707, United States, 2012-08-24
Esther Lerman, Berkeley, California, 94704, United States, 2012-08-24
Dan Bettencourt, Pacifica, California, 94402, United States, 2012-08-24
BARBARA BARNES, SAN FRANCISCO, California, 94110, United States, 2012-08-24
MARK ROSENHEIMER, SAN FRANCISCO, California, 94110, United States, 2012-08-24
Susan Mines, San Rafael, California, 94903, United States, 2012-08-24
Alexander Delgadillo, San Francisco, California, 94134, United States, 2012-08-24
Elayne Isaacs, Berkeley, California, 94702, United States, 2012-08-24
Richard Lipperman, Oakland, California, 94609, United States, 2012-08-24
Karen Ulring, San Francisco, California, 94117, United States, 2012-08-24
JoAna Gray, San Francisco, California, 94117, United States, 2012-08-24
Jane Courant, Oakland, California, 94618, United States, 2012-08-24
Maeve Metzger, Sausalito, Colorado, 94965, United States, 2012-08-24
Barbara Gersh, San Francisco, California, 94134, United States, 2012-08-24
Barry Sacks, San Francisco, California, 94115, United States, 2012-08-24
Sandy Thacker, Oakland, California, 94602, United States, 2012-08-24
Gladys Zygadlo, San Francisco, California, 94107, United States, 2012-08-24
Hillary Wollin, San Rafael, California, 94901, United States, 2012-08-24
Dorothy McQuown, Mill Valley, California, 94941, United States, 2012-08-24
Susannah Mason, San Francisco, California, 94103, United States, 2012-08-24
Verna Winters, Berkeley, California, 94709, United States, 2012-

08-24

Laurie Anderson, Winter Haven, Florida, 33823, United States, 2012-08-24

Ellen Harris, San Francisco, California, 94114, United States, 2012-08-24

Maryellen Buckley, San Francisco, California, 94122, United States, 2012-08-24

Jim Locker, SF, California, 94110, United States, 2012-08-24

Marie Wood, San Francisco, California, 94112, United States, 2012-08-24

Nancy Evans, San Francisco, California, 94131, United States, 2012-08-24

Veronica Kleinberg, Woodacre, California, 94973, United States, 2012-08-24

Professor Alejandro Murguia, SF, California, 94132, United States, 2012-08-24

Nancy Noah-Bear, San Francisco, California, 94110, United States, 2012-08-24

Adrea Silverstein, San Francisco, California, 94110, United States, 2012-08-24

Isabel Stephenson, San Francisco, California, 94109, United States, 2012-08-24

Katherine Myskowski, Martinez, California, 94553, United States, 2012-08-24

Claire Claire Magowan, Berkeley CA 94707, California, 94707, United States, 2012-08-24

Anne-Marie Ross, Oakland, California, 94611, United States, 2012-08-24

Jane Goldsmith, San Francisco, California, 94114, United States, 2012-08-24

Robert Ortiz, Phoenix, Arizona, 85008, United States, 2012-08-25

Steven Schultz, Albany, California, 94706, United States, 2012-08-25

Ellen Vogel, San Francisco, California, 94110, United States, 2012-08-25

Kristy Monti, Sausalito, California, 94966, United States, 2012-08-25

Eugene Moffett, Chico, California, 95973, United States, 2012-08-25

Daniel Dechi, San Francisco, California, 94121, United States, 2012-08-26

Jerome Geffner, Oakland, California, 94611, United States, 2012-08-26

Patricia Knight, San Francisco, California, 94123, United States, 2012-08-27

Ann Smith, Pleasant Hill, California, 94523, United States, 2012-08-27

Vontina Swygert, Hayward, California, 94541, United States, 2012-08-27

Mary Scott, San Francisco, California, 94116, United States, 2012-08-27

Sucre, Richard

From: nancychurro@gmail.com on behalf of Nancy Charraga <nancy@casabonampak.com>
Sent: Tuesday, August 28, 2012 4:11 PM
To: Sucre, Richard
Subject: 1050 Valencia Development/ Case Case No. 2012.0723D

Dear Commissioner Sucre,

My name is Nancy Charraga and I own Casa Bonampak, a Latin Cultural Store located at 1051 Valencia, across the street from the proposed new project. I have been in business for 17 years and live in a Victorian 4 blocks away @ 26th and Bartlett St.

I writing to voice my concern for the proposed new development, I feel this building does not fit in with the historical character of our neighborhood.

The historical uniqueness of this section of Valencia Street is what keeps our neighborhood vibrant & sought out by local & international tourists, I would

like to see a development that honors the beauty of pre- earthquake San Francisco, in size structure as well as facade.

I am also concerned with the developers reluctance to address the concerns of residents & surrounding businesses.

Thank you for your time, I look forward to meeting you in person at the September 6 hearing.

Sincerely,
Nancy Charraga
Casa Bonampak
415-642-4079

Sucre, Richard

From: RisaTeitelbaum <risat123@comcast.net>
Sent: Tuesday, August 28, 2012 4:02 PM
To: Sucre, Richard
Subject: Case No. 2012.0723D 1050-1058 Valencia Street
Attachments: FW: old muni lines

Dear Planner Sucre,
To the Planning Commissioners;

I am opposed to this Valencia/ Hill Street development as designed as it is grossly incompatible with our neighborhood. This structure is adjacent to the Historic homes on Hill Street, part of the Liberty-Hill Historic District. Facing and adjoining this site are Historic buildings that have been named as such by the South Mission Historic Resources Survey, on Valencia Street.

It is completely out of place, scale and character with its surroundings. This building is almost twice as high as those next to it and facing it, its style a generic incongruity with the surrounding Victorian architecture. This is an important corner.

While the Planning Dept. is stating that this building adheres to code, I feel strongly that the code specifies new structures be compatible with their surroundings. This development violates that code.

The building is also being permitted because of its Valencia Street address. Most of this building is on Hill St. The frontage on Valencia St. is 35' and the frontage on Hill St. is 85', more than twice as much. The actual size of this lot is approximately the area of a single residential lot. The proposed density is also out of scale with the neighborhood of two and three units and single family homes.

The Eastern Neighborhood's Plan which calls for this density is also an issue as the stated reasoning for this height limit is this 'Transit Rich' corridor. The ink was not dry on this EN plan when the City eliminated 25% of our Public Transit, invalidating this claim. Previously other public transit services were also eliminated. Please see attachment.

There are many other serious problems with this building such as its impact on the Marsh Theatre, the impact of its intrusive open space, the placement of loading docks and service entrance on Hill street and of course the lack of parking.

This building has little to recommend it.

We are looking for a design that would enhance our neighborhood while providing additional housing. This is an opportunity we should not pass up.

Sincerely,
Risa Teitelbaum

Sucre, Richard

From: Stephanie Weisman <stephanie@themarsh.org>
Sent: Tuesday, August 28, 2012 5:27 PM
To: Sucre, Richard
Subject: Re: 1050 Valencia St Revised Drawings

August 28, 2012

Dear Members of the Planning Commission:

As the Executive/Artistic Director and Founder of The Marsh, a breeding ground for new performance located at 1062 Valencia Street, I come to you as a Mission-based nonprofit cultural institution to request your help in opposing the current proposed design for the 1050 Valencia Street project, directly next to our community facility.

The project as proposed without appropriate mitigation will negatively impact our ability to present live performances, youth classes and events both during construction and once finished.

- Imagine an after-school class for youth being disturbed by the constant roar of a pneumatic drill or the waft of toxic fumes from building welds.
- Imagine sitting in a theater and suddenly noise from a balcony party intrudes on the performance; breaking the spell between performer and their audience.

Cultural Anchor

The Marsh has been a cultural anchor in the Mission community since we moved into our facility in 1992, purchasing it in 1996. We operate seven days-a-week between the hours of 9:00 am and 11:00 pm. This includes the administration and presentation of 400 shows annually on our two stages, daily classes for youth, (no child is ever turned away because of financial hardship) workshops and a box office/cafe. Additionally, our programs reflect the diverse culture of our city and we are affordable.

Sound Bleed During Construction and Potential Interruptions

Due to the nature of our programs we cannot tolerate sound bleed from the construction.

Additionally during construction, we fear the disruption of any of our services such as electrical power and running water.

Limited Financial Resources

As a nonprofit theater, our financial resources are limited, and any interruption of our performances, youth classes, or services due to construction issues will be devastating.

Sound Bleed From Units

Due to the nature of our programs we cannot tolerate sound bleed from the units.

If the project goes forward as designed, with the development up against our building on the property line, any sound bleed from the apartments, roof deck and balconies will impact our ability to present live performances and events. That means, in essence, it impacts our ability to survive.

Parking

Parking is already an issue in our neighborhood, and this building provides no parking for its residents. Our already taxed neighborhood will be further impacted, and it may discourage people from coming to the Valencia Corridor to attend our performances and events as well as our neighborhood's wonderful restaurant and stores.

No Public Transportation for Seniors

Additionally, there is no public transportation on Valencia Street within four blocks of our facility; decreased parking will limit access for our older clientele.

North Side Impact on Drainage, Repairs, Maintenance, Ventilation and Visibility

As the building is currently designed, putting The Marsh in the shadow of the five-floor development it will eliminate all sunlight and **air flow/ventilation** from the Hill Street side.

With the development right up against us, we will not be able to remedy any building issues on the north side of our building. Additionally, our building's **drainage** system will be impacted and needs to be addressed by the

developers. We also have concerns about our ability to maintain and repair that section of the building. Finally, we are concerned about any loss of The Marsh's street visibility.

Impact

We are asking you, as a nonprofit affordable community-based cultural institution that has been essential to the development of The Valencia Corridor since 1992, to reject the proposed plans for the project and ask the developer to submit plans that will mitigate our concerns.

Please do not allow this proposed development to impact The Marsh's survival.

Thank you for your support.

Sincerely,

Stephanie Weisman

Executive/Artistic Director/Founder

The Marsh
(510) 698-2974
1062 Valencia Street
San Francisco, CA 94110

www.themarsh.org